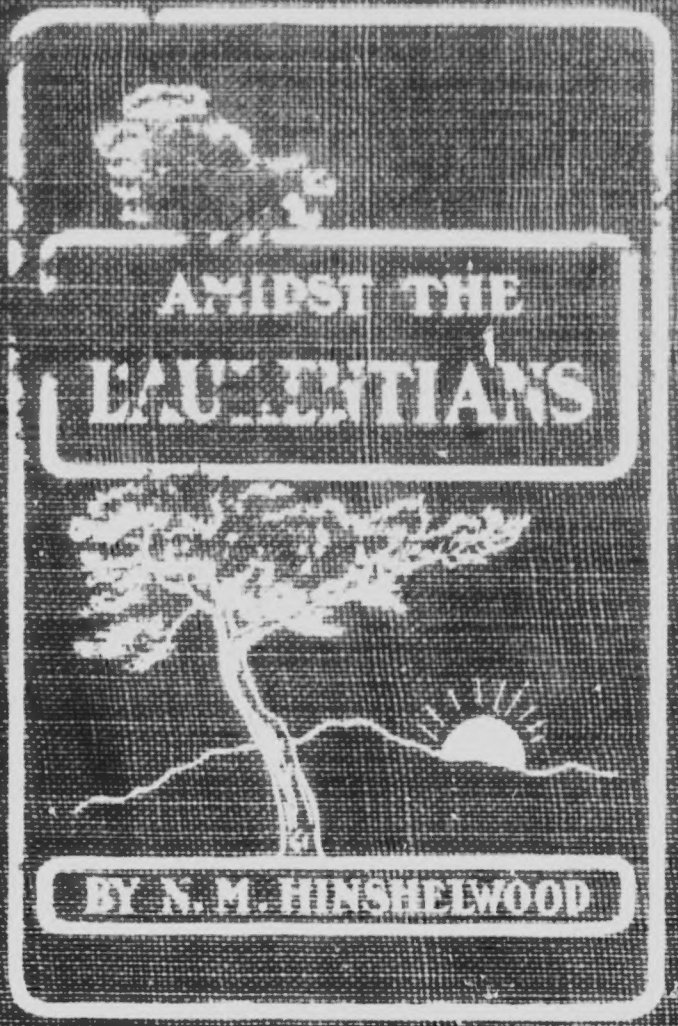


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Shawinigan Falls (150 *feet high*)

Amidst the Laurentians

being a guide to

Shawinigan Falls

and points on

The Great Northern Railway of Canada.



[illegible] Hamilton

Illustrated from photographs [illegible]



Amidst the Laurentians

being a guide to

Shawinigan Falls

and points on

The Great Northern Railway of Canada



By N. M. Hinshelwood

Illustrated from the author's own photographs
(with a few exceptions)

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Entered according to Act of the Parliament of Canada, in the year 1902, by N. M. Hinshelwood, at the Department of Agriculture.

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"Amidst the Laurentians"

Chapter I.

MONTREAL—JOLIETTE

BETWEEN Montreal and Quebec there lies a level, well watered country, the most fertile in this broad Dominion. Stretching far away to the south of the St. Lawrence, and northwards as far as the lower fringe of the Laurentian Hills, it was this land that was the earliest brought into cultivation, and through which one of the first iron roads in the Province of Quebec was built. This railway (the C. P. R.), however, kept in close touch with the St. Lawrence the greater part of the way between Montreal and Quebec.



The Great Northern Railway of Canada was chartered by · of Parliament in 1882 to build a railway from Quebec to some point ·e Ottawa River near Carillon, and to open a rich section of country ng along the base of the Laurentian Mountains. Construction was begun about 1884 at St. Jerome, and was slowly pushed eastward until it reached Montcalm, a distance of twenty-eight miles.

In the meantime a railway, thirty-five miles in length, had been built under the name of "The Lower Laurentian Railway," running from Riviere a Pierre to a junction with the Piles Branch of the Canadian Pacific Railway near St. Tite. From St. Tite, twenty miles had been built, under the Great Northern charter, to St. Boniface. In 1889, therefore, the Great Northern



Montreal Harbor



Montreal from Mount Royal

consisted of two separate portions, the eastern one twenty miles in length, the western one twenty-eight miles in length, with a gap of fifty-three miles between. The end of the western section was still thirty-five miles from its projected western terminal at Hawkesbury, where it was proposed to connect with the Canada Atlantic Railway, and thus form a through road from Parry Sound to Quebec, and give a grain route to Europe from the West, 800 miles shorter than via Buffalo and New York.

The Company being reorganized in 1899, contracts were made for the building of the eighty-eight miles necessary to connect the two portions and extend them to Hawkesbury, the through line being completed and open for traffic in November, 1900.

It now connects three of the largest cities in Canada, Montreal, Ottawa and Quebec; and in doing so, taps all the northern part of that fertile plain aforementioned, gives access to the magnificent waterfall and river scenery where the streams that feed the St. Lawrence break thro' the hills, and throws open communication with the thriving towns that have sprung up within a year or two by the development of many water-powers now used for manufactories of all kinds.



Lachine Rapids



Bank of Montreal and Post Office



Montreal, as the metropolis of Canada, is deserving of more than passing notice. Founded in 1642, it is now a city of more than three hundred thousand inhabitants, whilst its situation at the head of a navigable water-way, six hundred miles from the ocean, is unsurpassed by any city on this continent.

The mighty St. Lawrence, two miles in breadth and carrying to the ocean one-third of the fresh water of the globe, sweeps past the city, with the wooded eminence of Mount Royal rising in the rear, from which may be viewed a scene excelling even that of the Town and Bay of Naples, from the heights of Vesuvius. Rich in architecture, squares and historical spots, it is a city the Canadian may well be proud of.

But a few of Montreal's attractions can be mentioned here. St. Helen's Island, Trolley Car Rides to Lachine, Back River, Cartierville, etc. Shooting the Rapids at Lachine, the old Chateau de Ramezay, the lovely walks through the wooded recesses of Mt. Royal Park, and visits to the many fine churches for which Montreal is famous. Occasion should certainly be found for a visit to the famous "Way of the Cross," in the Catholic cemetery. Placed amidst the loveliest part of the mountain, a winding road, overshadowed with trees, gradually creeps upward until the summit is reached, on which is erected a representation of the "Crucifixion." On either side of the road, at irregular intervals, are Shrines representing scenes on the way to the "Crucifixion," and the realistic effect attained



Garden of the Chateau de Ramezay



as one reads the final scene of the great Bible story is startling.

On leaving the city the railway runs past Longue Pointe Hospital, to Bout de l'Isle ("The End of the Island," on which Montreal is situated). Here the waters of the Back River, after flowing round the northern shore of the island, meet the St. Lawrence, and a bridge three-quarters of a mile in length (including approaches) is being built to carry the line across to the mainland. The Park at Bout de l'Isle, with its swings, refreshment kiosks, and the glimpses of river from its sylvan walks, is the resort of many thousands every week.



Leaving the Island of Montreal behind, the line runs amidst a splendid agricultural country, noted for crops of hay and tobacco, through the town of L'Assomption (a seat of learning with many manufactories) to Joliette, here joining the original trunk line from Quebec to Ottawa.



Chapter II.

OTTAWA TO HAWKESBURY

OTTAWA, the capital of the Dominion, not being actually on the line of the Great Northern Railway, need not be discussed, the Canadian Atlantic running the line east as far as Hawkesbury. This latter town, situated on the Ottawa River, is a charming place for a few days stop-over. The river offers excellent facilities for boating, and steamers run regularly in the summer months to Ottawa and Montreal, most picturesque trips. The town itself is chiefly devoted to the lumber industry, being in fact known as "Hawkesbury Mills" for close on one hundred years. The Hawkesbury Lumber Company have very extensive mills and yards here.



A Bit of Ottawa

Another important industry of the town is the Riordan Paper Mill, which employs over 400 hands and turns out some 100 tons per day.

Half a mile from the town the line is carried over the river by the Hawkesbury Bridge. This piece of work was the biggest engineering feature in the whole construction of the road—3,768 feet long and 83 feet above water level. It was the last link in the connection between Quebec and the West, being finished in October, 1900. The view of the Ottawa River from the bridge is very beautiful. On the other side is the Village of Grenville, thence seven miles further, St. Philippe, a quaint little place with quite a reputation for horse breeding. Lachute (next stop) is the



Hawkesbury Lumber Company and Riordan Paper Mills

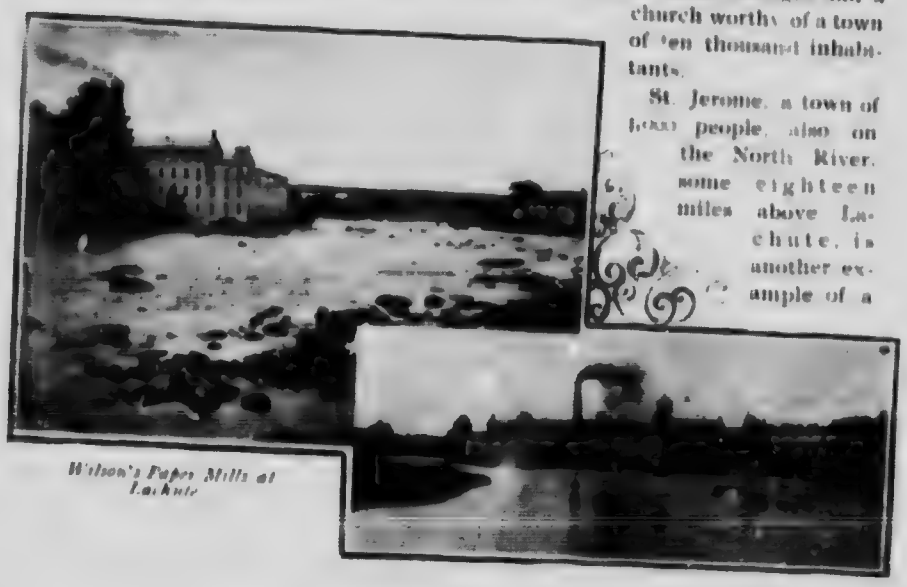


Hawkesbury Bridge

first town arrived at that owes its prosperity to the development of water power. Two streams known respectively as West River and North River, flow past the town, joining the Ottawa lower down. The North River remained unfettered until 1880, when the J. C. Wilson Company built their paper mill which now turns out tons per day and raised the level of the stream till a 16-foot head was obtained. The river is also used for generating power to run a large woollen mill, also a pulp mill.

The town is distinctly pretty, with an excellent hotel on the main street, a minute or so from the station. A four hours drive will take the sportsman to the Sixteen Island Lakes, the heart of a splendid stocked and fishing district. Along the North River more fishing is to be had. The country around is very picturesque, one particularly nice walk or drive being along the north side of the North River to St. Canut (the next railway station). Winding its way through woods, and crossing foaming rivulets as they rush down from the hills, the road has many charming points wherein to linger.

St. Canut is a type of a very goodly proportion of the small French villages in Quebec Province, *i. e.*, twenty or thirty small cottages and a church worthy of a town of ten thousand inhabitants.



Wilson's Paper Mills at Lachute

St. Jerome, a town of 6000 people, also on the North River, some eighteen miles above Lachute, is another example of a



Riverside Cottages at Labelle

water-power and prosperity going hand in hand. Here the J. R. Rolland Company have large paper mills. The Boston Rubber Company have also a manufactory located here.

The town being on the new road to St. Agathe and Labelle, and the centre of probably the best farming district in the Province, is in the most thriving condition. The stream running through its midst, and its trees and riverside walks, make it a striking example of the fact that industrial development need not necessarily mar the natural beauties of a place. The country to the north offers great inducements to sportsmen, being rich in fish and game, and up to the present but little explored. Pending the completion of the Montreal Joliette Branch, Great Northern trains reach Montreal via C. P. R. from St. Jerome.

Hastening through the next two stations, merely pausing to note the thriving appearance of the villages and farms, the next place worth remark is New Glasgow.



"A Swift Mountain Stream"

Here a swift mountain-stream, after a short leap, cuts through steep banks, on either side of which lies the village. There are two hotels, and excellent facilities for camping amidst the most delightful surroundings. A few miles north lies Lake L'Achigan, well stocked with fish, with several small lakes around. After St. Lin, we come to St. Julienne, eight or nine miles north of which, near Rawdon,



Darwin Falls (95 feet high)

are the Darwin Falls, on the Lac Ouareau River, to which the Great Northern Railway are extending their line this summer. Here, without doubt, there will soon arise another bustling town.

It will be noticed how the whole country is covered with farms and their attendant outhouses. To judge of the prosperity of the farmers around, a journey needs to be made on a Saturday or Sunday, when visits are being exchanged with distant friends. From the gorgeous silks and bonnets of the ladies, their respective husbands must have either a fat pocket-book or a very soft head and heart, and appearances hardly warrant the latter presumption.

Between St. Julienne and Montcalm there is nothing to attract attention, but nine miles to the north lies the village of Rawdon, the centre of the best trout fishing in the Province of Quebec. At Joliette connection is made with the line from Montreal.

HAWKESBURY TO JOLIETTE—SPORTING GUIDE TO THIS SECTION.

LACHUTE—Twenty miles north a number of Lakes known as "Sixteen Island Lakes," well stocked with trout and perch. Along the North River, bass.

ST. JEROME—Ten or twelve miles north of here is the lake district of St. Angelique, rich in red and grey trout; and in the woods are red deer, grouse and rabbits.

NEW GLASGOW—Good fly trout fishing above the Falls. In Lake L'Achigan, eleven miles away, there are bass, large grey and some red trout. A few miles north, in the Lakes, bass are plentiful.

ST. JULIENNE—Nine miles north, the Lac Oureau River has excellent trout fishing. In the Fall, woodcock shooting in the flat lands.

MONTCALM—A little back from here, lies Rawdon Village, around which are streams and lakes containing bass, grey and red trout in great numbers.

Chapter III.

Joliette—Shawinigan Falls.

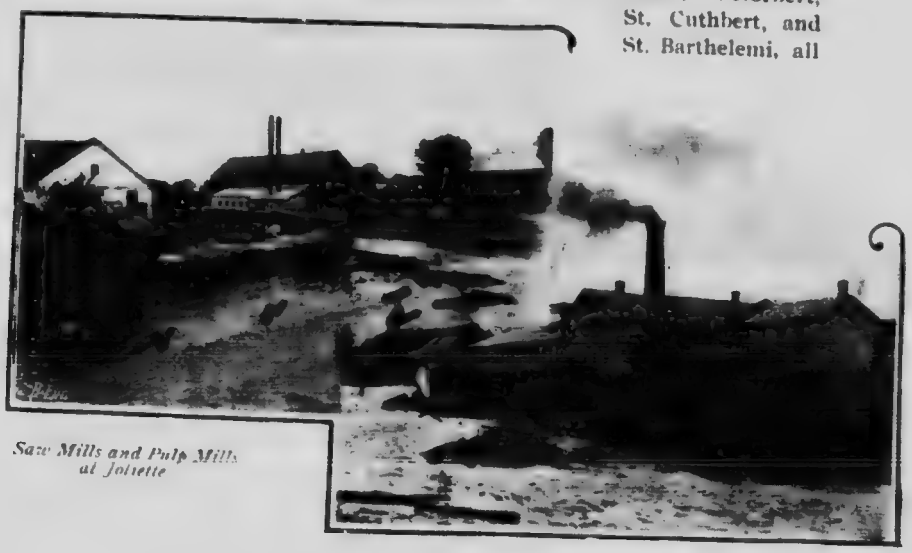
JOLIETTE, a town of nearly five thousand inhabitants, situated on L'Assomption River, has perhaps made more practical use of its river than any town in Eastern Canada. Saw mills, paper mills, a foundry—wherever the different level has allowed of a working head of water there is a manufactory to use it. In addition, the Corporation uses the river to light the town, and pump its own water for the town's supply. The saw mills of William Copping, started in 1892, alone employ over 100 hands, and handle 140,000 logs per annum. The town itself contains some dozen or so other manufactories and several good hotels. The Great Northern Hotel, just outside the station, has been newly built, and is now open to visitors.



Doré

In L'Assomption River the fisherman will be rewarded for his patience and skill, by the maskinonge, doré, etc., whilst plenty of small game are to be found in the woods around. Lying thirty miles to the northward is the Mastigouche Fish and Game Club House. The market-place reminds the traveller who has visited Europe, of some quaint old French town, and on a market-day the chatter and animated gesticulations of the French-Canadian add further to the resemblance. A very fine college is situated near the river, set amidst grounds extending to the water's edge, almost of the nature of a park. The Catholic Cathedral is also worthy of notice, although the tower (now being rebuilt) was blown down in a great storm in 1901.

On leaving Joliette nothing in the shape of a town is to be met with until Shawinigan Falls is reached. The intervening sixty miles, however, are very well sprinkled with villages and farms: St. Elizabeth, St. Norbert, St. Cuthbert, and St. Barthelemi, all



Saw Mills and Pulp Mills at Joliette



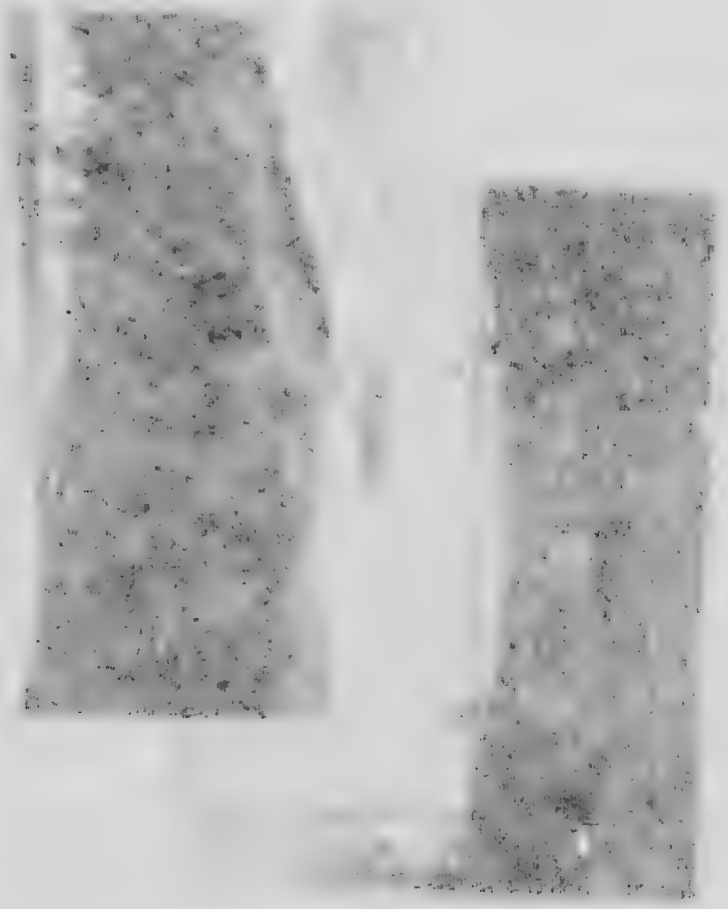
Joliette

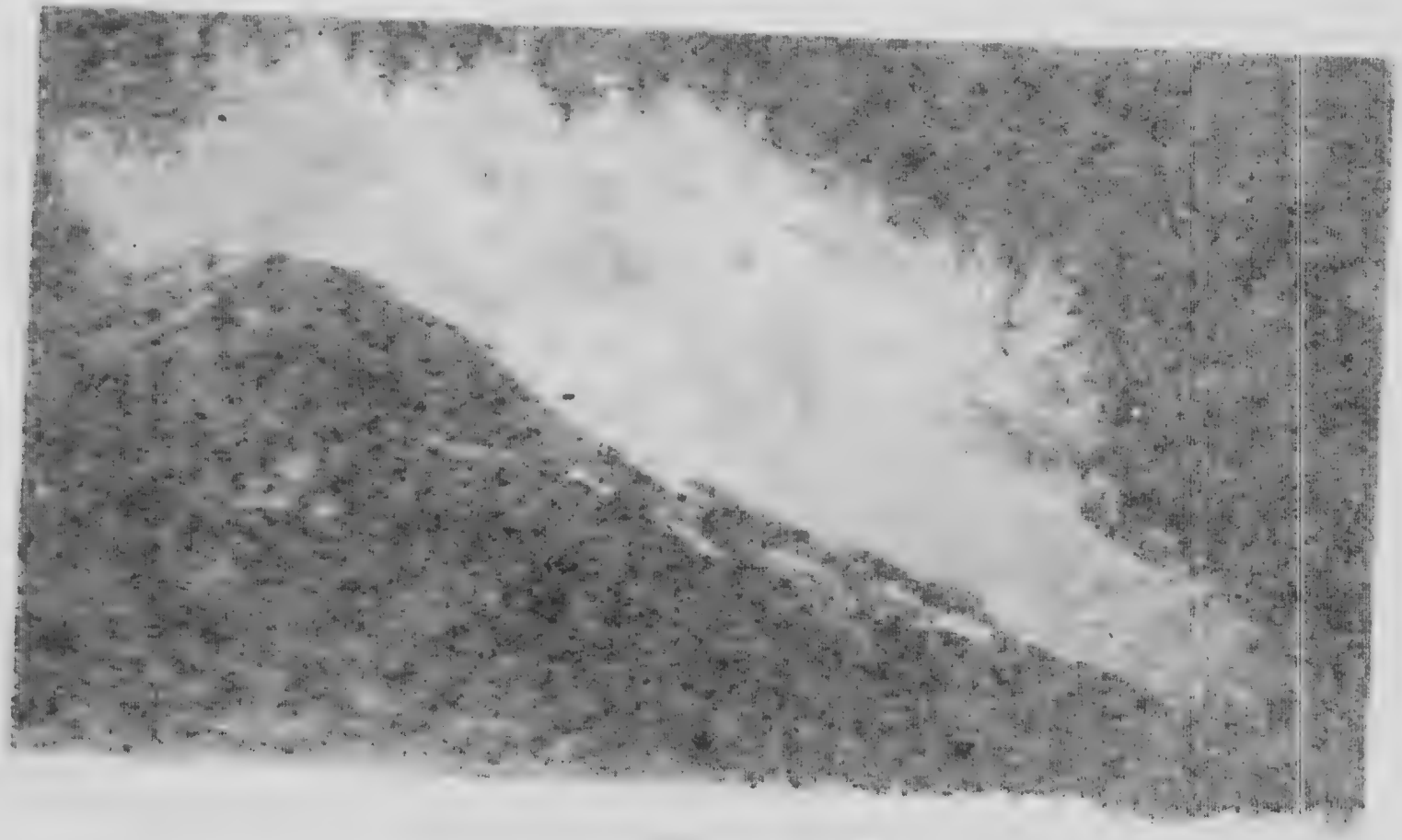


Joliette



Maskinonge Falls (175 feet high)





being farming villages of fair size—a great hay-producing country lying to the south. It will be noticed how the hills on the left are now closing in nearer, the line running practically on the northern limit of the cultivated country. When near St. Barthelemi there can be seen, far away in the distance, the St. Lawrence, like a silver streak, as it makes its way oceanward.

A fine trestle bridge, two miles or so before St. Justin, gives warning that what was the most troublesome piece of road to build is now approaching. For the next thirty or forty miles the line traverses a country broken up by deep gullies, which necessitated the construction of a great number of bridges.



Maskinonge Trestle

Riviere du Loup Bridge

Half way between St. Justin and St. Ursule comes the highest bridge on the road—the Maskinonge Trestle. The River Maskinonge falls here about 180 feet, right alongside the track, and a bridge 1,030 feet long and 163 feet high was necessary to span the gap. The line crosses the upper level of the river, which then bends at a right angle and drops nearly sheer into the ravine below, turning off again at right angles as it cuts its way through the table-land to join the St. Lawrence.

After leaving St. Ursule (which lies away on the right) the land becomes more and more broken up and wooded, and farms no longer appear. A mile or two beyond St. Paulin a grand view is to be had of the valley



One of the Club Houses

of the St. Lawrence, lying far away below us, whilst to the left are seen the Laurentians silhouetted against the sky. Some ten or twelve miles north of St. Paulin are the club-houses of the St. Bernard Fish and Game Club. Before reaching the next station another long bridge has to be passed—the Riviere du Loup Bridge.

This bridge, 930 feet long and 128 feet high, passes over the valley of the Riviere du Loup, the course of which can be traced as far as the eye can reach either way, by the clean-cut defiles it has made through the land.

Eight miles south are the famous St. Leon Springs. Known years ago to the Red-men of the forest for their marvellous medicinal properties, their waters are now shipped all over America, and a palatial hotel, with accommodation for some hundreds of guests, will be opened shortly. A wooded park of some sixty acres surrounds the hotel, and the lovely country around, with its fishing and shooting, gives it unrivalled charms as a health resort.



Maskinonge

Charette's Mill is the stopping point for three well-known fish and game clubs—Shawinigan Club, Winchester Club and Club des Souris. More



Lake Vermont, controlled by St. Bernard Fish and Game Club

trestles, then St. Boniface, the country getting more and more hilly. At Burrill's Siding there will be noticed immense stacks of lumber and bark, this being the depot for a large lumbering business carried on by the first Mayor of Shawinigan Falls. Five more miles, through St. Flore station, and over still more trestles and bridges, and Shawinigan Junction is reached. Here the line branches off by a "Y" to Shawinigan Falls, the trains first running into the station there, and then back, on to Grand Mère.



Lake Pyagonke—Shawinigan Club House in distance



St. Flour Bridge

JOLIETTE TO SHAWINIGAN—SPORTING GUIDE TO THIS SECTION.

JOLIETTE—Following up the river, maskinonge and doré can be secured, the smaller streams holding trout. Further back among the hills, large grey trout, bass, etc. Small game plentiful all round.

ST. CUTHBERT OR ST. BARTHELEMI—North of here lies the Maskinonge Lake, on the shores of which is located St. Gabriel de Brandon. The village has two hotels. Maskinonge are large and plentiful in the lake; some have been caught weighing 65 lbs., and they generally average from 15 to 30 lbs. Within a radius of ten miles are a number of smaller lakes and trout streams which afford excellent fishing. Beyond lie the famed Mastigouche Lakes, fifty in number. The majority of these are leased to the Mastigouche Fishing Club, which has established a club house on Lake Simeon, and are not open to the general public; but visiting sportsmen, properly introduced, have little difficulty in obtain-



Waterfall near Lake Pimagumbi

ing the privileges of membership either here or at other club houses in the Province. These lakes are reached from St. Gabriel de Brandon, over a fifteen mile road which follows the Mastigouche River. The country is well timbered and well settled, and throughout the district there are numerous caribou; bears are occasionally met, rabbits are plentiful, and there is capital partridge and fairly good duck shooting.

ST. PAULIN.—Twelve miles north of here is the St. Bernard Fish and Game Club, with headquarters and club house on Lake Sacramento. General W. W. Henry, U. S. Consul Quebec, is President, and E. N. Sanderson, of New York, Secretary. The club has a membership of fifty, controls fishing rights in twenty lakes and has a hunting lease covering one hundred square miles. Fishing is good also in the River du Loup but a mile or two away.

CHARETTE'S MILL.—Around here is a marvellous country for fish and game of all sorts. The Shawinigan Club, with home on Lake Pizagonke, is situated in as lovely a spot as could be wished for. Trout in here run good weight. Back further flows the Mattawin River, which can be followed down till it reaches the St. Maurice, twenty-six miles above Grand Piles (a trip to be taken, however, only with experienced guides). Along its shores, moose, caribou and deer are fairly numerous, and fine duck shooting is to be had in the autumn. Bears are also numerous. Nearer the railroad are to be found the club houses of the Winchester Club and the Club des Souris.

ST. BONIFACE.—Four miles from here, by good road, are several small lakes teeming with trout. Permission for fishing must be had of Mr. V. Burrill, of Shawinigan Falls, who holds permits for disposal.



A Club Party off for a Fishing Trip

Chapter IV.

SHAWINIGAN FALLS.

To fully grasp the significance of this locality it would be as well to have a general idea of the St. Maurice River and its watershed. Some four hundred miles in length, and, together with its tributaries, draining an area of 18,000 square miles, it has its source away back in the height of land that divides the St. Lawrence watershed from that of the Hudson Bay. Its waters run for the most part rapidly, are sometimes deep, and have navigable sections of considerable length. The upper portion above La Tuque is little used, but from Grand Piles ten miles above Shawinigan to La Tuque a steamer runs regularly all the summer; a round trip of one hundred and forty miles, for the most part through forest primeval. At La Tuque there is a fine water-fall. Some eight miles above Shawinigan, at Grand Mère, the river takes a drop of forty-six feet; then, flowing along smoothly for a mile or two, some rapids known as "Les Hetres" are reached; after which the stream goes along quietly and soberly, as if preparing itself for the maddest leap it has yet to make. After the fall at "Achauenekame,"* as the Indians called Shawinigan, there is but one more drop at "Les Grés" (six

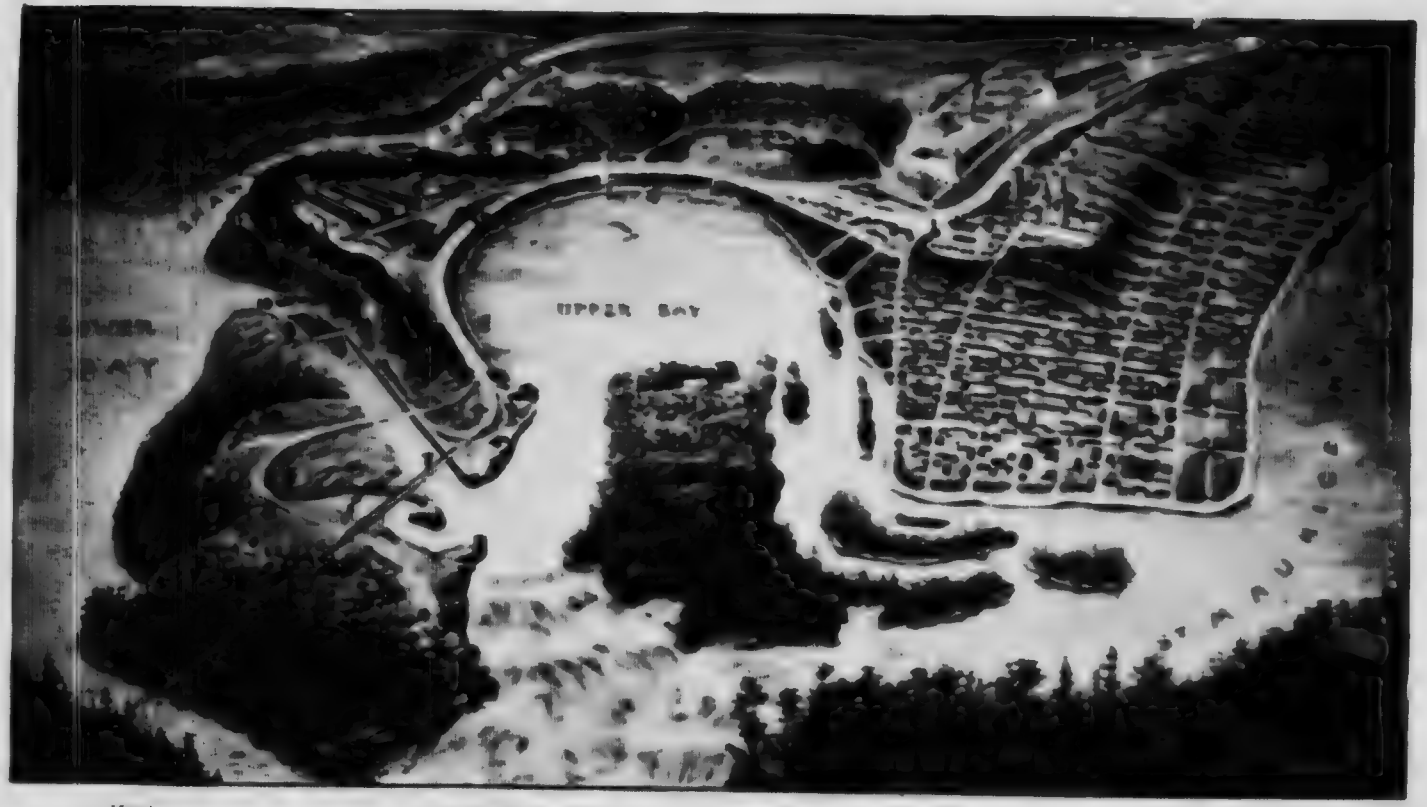


La Tuque Falls.



Grand Piles

* Meaning "Needlework" the Falls, by a flight of fancy, recalling resemblance to the glittering bead and quill work of the Indian women.

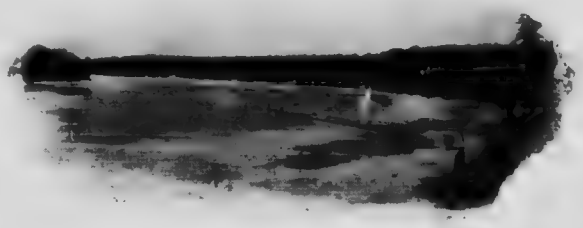

UPPER BAY



The Upper Bay

miles down), after which, twenty miles below Shawinigan, the St. Maurice River quietly loses itself in the broad bosom of the St. Lawrence at Three Rivers.

This brief description of the St. Maurice being ended, we may now more minutely study the greatest natural feature in its course.



Left Branch (Winter)

It will be seen by a glance at the plan, that after sweeping past the town the river is divided into two branches by a large island, the main channel broadening out into what is known as the "Upper Bay" and making a considerable detour before coming to the Falls. The other branch is comparatively shallow, and in fact, in a very dry summer the river bed is nearly dry. Not so, however, the Upper Bay—here the stream has a depth of twenty to thirty-five feet during the greatest drought, and always presents a broad expanse of water. Nearing the Falls the waters flow more and more swiftly, gathering speed as the channel narrows again. Then the land commences to break away and the river makes a shoot forward and downward, its volume swelled by the other branch now

uniting. Down, still down, but still forward—then a rush through sheer space; its mighty volume and speed carrying the whole river bodily through the air for some yards before gravitation conquers; and then, with a mad roar, with flying foam and spray, as if in writhing anger at having to return to confinement, the waters dash themselves against the granite cliffs confining the chasm at the base of the Falls. In these cliffs have been worn great caves, and considering the infinite time this awful force has been exerted, there can be no doubt that below the water line the rock must be hollowed out and undermined to a very considerable distance. The river now turns very sharply, running for about a thousand feet through a narrow defile or gorge, and falling another twenty-five feet before broadening out into the Lower Bay. Here the hard black rock is left behind and a fine sand takes its place. In the flood season the water rises some fifteen to twenty feet in the basin at the foot of the Falls, owing to the gorge being too narrow to carry it away quickly enough. It is at such times that the Falls appear in their full and terrible beauty;—spray rising a hundred feet in the air, gigantic waves dashing against the opposite cliffs, and the roar filling the mind with a sense of the Infinite and a conviction of what puny things we menkind are. And it has been advertised as "The Niagara of the East!" The wildest, grandest cascade in the world to bask in the reflective glory of Niagara!



Above the Falls



"Truly a prophet is not without honor save in his own country."

The Falls may be viewed from several different points, according to the energy of the party. The best general view is to be



In the Gorge

obtained from the Almaville side, by taking the ferry across the Upper Bay to the Village of Almaville, and then following the path through the wood to the little inn, perched like a Swiss chalet on the hill. From the sloping ground in front of this, the Falls can be seen in their entirety and the drop of one hundred and fifty feet fully realized. By clambering down the rocks a little to the right, a visit can be made (except at flood time) to a cave, where the rock has been eaten away for thirty-five feet by the waters. In here the roar is magnified to a deafening point, and, lying down with one's ear to the floor of the cave, far below, as if from the bowels of the earth, comes the an-



Below the Falls

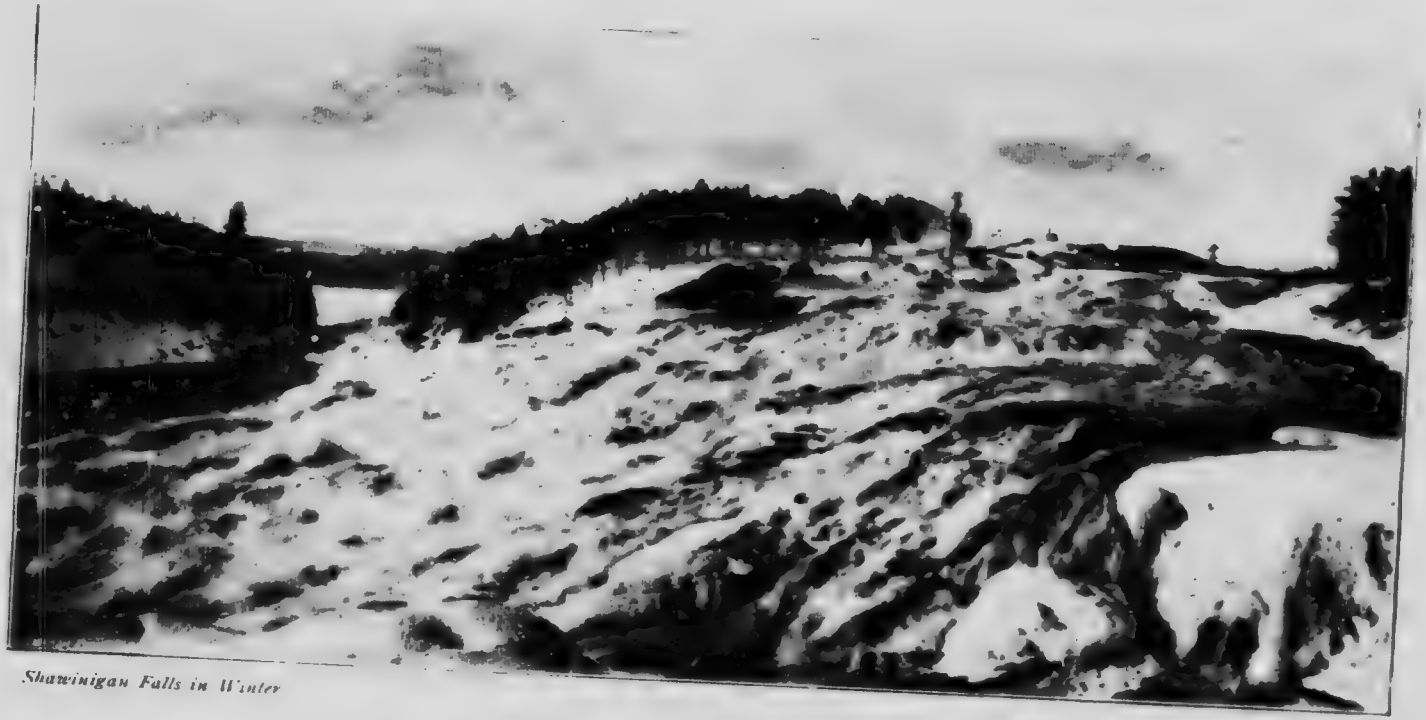
gry mutterings of the water, and the mind fearfully wonders how far under foot it may have penetrated. On the other side of the river one can approach near enough to touch the seething waters (although it is not advisable to try), and a good path, with seats at intervals, leads from the top of the Falls down to the gorge below. One moment the waters are seen rushing down, down, down; then, as one descends, the river is seen precipitating itself into space; and when we reach the bottom of the path, lo! a wall of raging waters is towering above our heads. There is, but one sight to excel that of Shawinigan Falls on a bright sunny day; and that is Shawinigan Falls by moonlight, and then admiration is lost in a feeling almost akin to reverence.



The traveller, after hearing that this neighbourhood was but a few years ago known only to the lumbermen and Indians, will be surprised on his arrival to find a town with over five thousand inhabitants; an industrial development based on engineering



The Gorge in Winter



Shawinigan Falls in Winter

works, the largest in Canada; and (what will perhaps appeal most immediately to the feelings), a real comfortable hotel. As "Home" for the time being, let it be the first described.



The "Overflow" Falls, only occurring at High Water

Situated on a hill, two minutes' walk from the station, it is elevated one hundred feet above the town which it overlooks. In outward appearance of the early English style of architecture, its interior has been planned with every regard to comfort and artistic taste. A wide verandah runs the length of the front, from which the broad expanse of the St. Maurice River and a splendid panorama of hills and forest can be viewed for miles. The interior conveniences of the house leave nothing to be desired—electric lights, electric bells, bath rooms, billiard room, barber shop, etc., daintily furnished rooms singly or *en suite*, and a first-class table, indeed give cause for the intense surprise that such things can possibly have come to pass in less than two years. All arrangements can be made at the office for teams for driving to various points of interest, and for boats or a steam-launch for river trips. A bathing cove is situated within a short distance of the hotel, where a sandy bottom and the absence of any current, makes the early morning dip a pleasure to be anticipated and relished.



Approaching the Cave (Winter)



Cascade Inn

Interior of
Cascade Inn

Chapter V.

ENGINEERING WORKS AT SHAWINIGAN FALLS.

ON the way to the Falls from the hotel, there can be seen everywhere evidence of the huge engineering work undertaken, and it may be as well here to give a brief outline of what has been done for this Province by the Shawinigan Water and Power Company, of Montreal. The Company began operations in 1899, and, two years later, had practically completed the first great instalment of their intended development of *100,000 horse-power*. The natural features of the land made this locality an ideal spot for the development of water-power at comparatively low cost.



"The hill which falls away to the water flowing at its base"

The river, bending as it does below the Falls and then broadening out until the lower part runs parallel with the upper, but one hundred and fifty feet below; only required the cutting of a canal from its higher level to the edge of the hill which falls away to the water flowing at its base, to give a minimum head of one hundred and thirty feet. At the end of this canal is built a dam or bulkhead, in the base of which are set the penstocks, (or large pipes), which carry the water to the power house below. This canal is one thousand feet long by one hundred feet wide and twenty feet deep, and was excavated out of solid rock. The left side is of temporary character only, allowing an easy removal when the canal is widened for further power development. The bulkhead tapers from thirty-two feet at the base, to fifteen feet

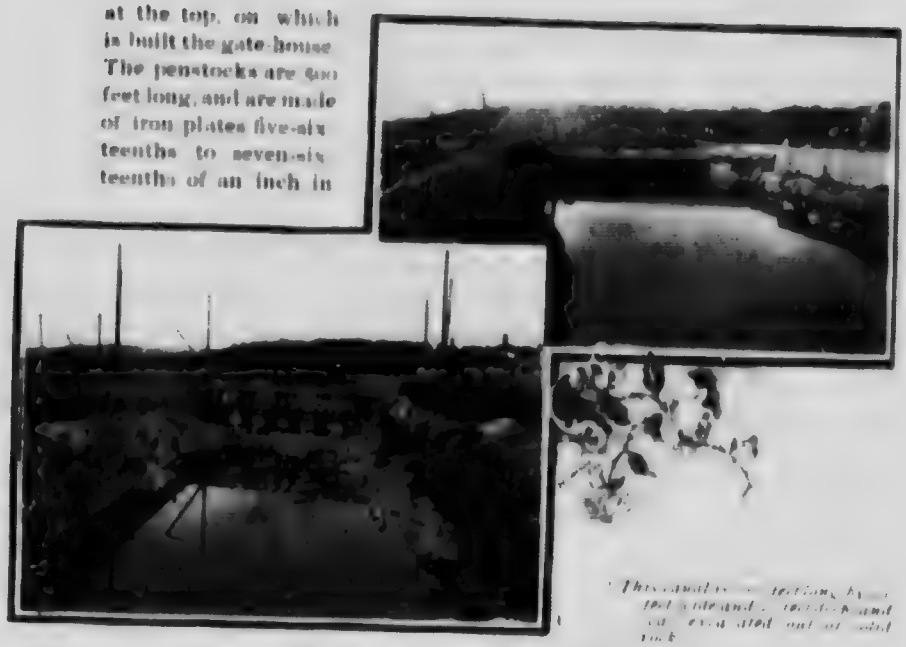


July 1911



May, 1911

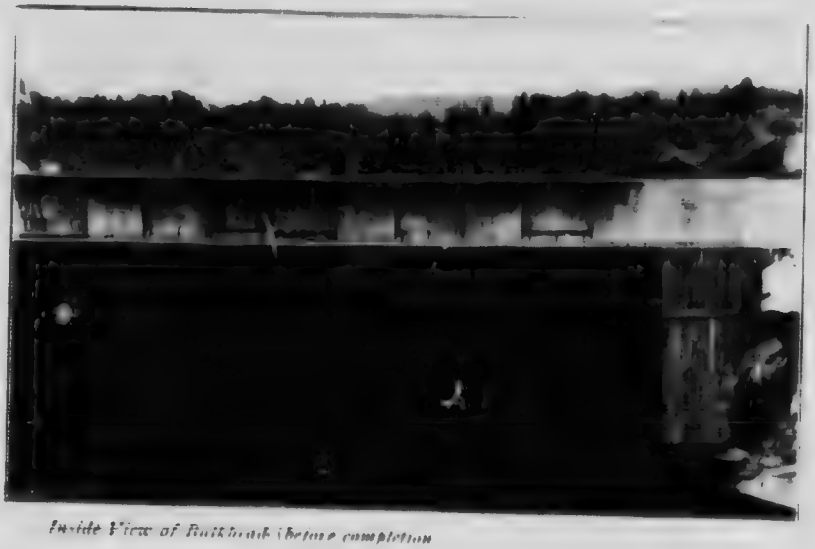
at the top, on which is built the gate-house. The penstocks are 500 feet long, and are made of iron plates five-sixteenths to seven-sixteenths of an inch in



thickness. The diameter of each pipe is nine feet, and each carries down sufficient water to produce 5,000 horse-power in the power house below.

The Shawinigan Company supplies water through the longest pipe to the power house of the Royal Aluminum Company.

In the power house of the Shawinigan Company there can be seen some



Inside View of Buttbrook (before completion

of the finest machinery of its kind in the world, the big water wheels each of 6,000 horse power capacity, being the largest yet built.

The only motion that the eye can see here is the revolution of the large and small generators;—it being left to the imagination the knowledge that through the huge pipes entering the power house there are rushing vast streams of water from a height of one hundred and thirty feet; that inside a steel casing the water wheels are rapidly rotating under the full force of the stream, their axles directly connected to, and revolving, the generators, which are gathering out of space that mysterious unknown energy that scientists have named "Electricity." Here is the birthplace, so to speak, of the power that is to run manufactories in places even so far distant as Montreal.



One of the Big Penstocks

One should not leave without a glance at the electric travelling crane, which, by the touch of a handle, noiselessly glides to and fro, and is capable of moving a fifty-ton load.

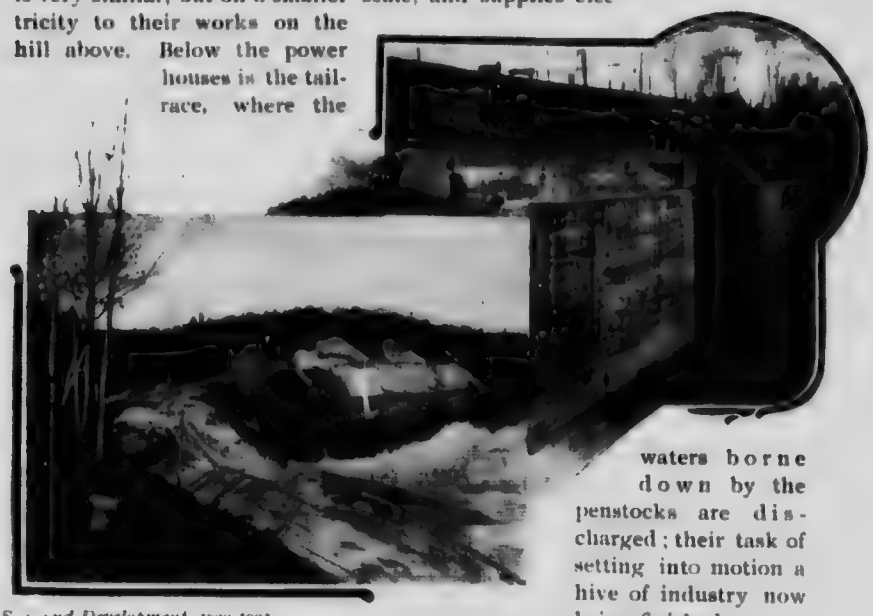
(Lest it should be thought an omission that no technical description of the machinery is given, the following extract from the engineer's report on the generator may perhaps be sufficient excuse: "The rotating field spider will be constructed of the best quality of cast-iron. The pole pieces will be of laminated steel; the pole pieces and field winding being so proportioned as to reduce the armature re-action and self-induction to a low limit!")



The Power Houses

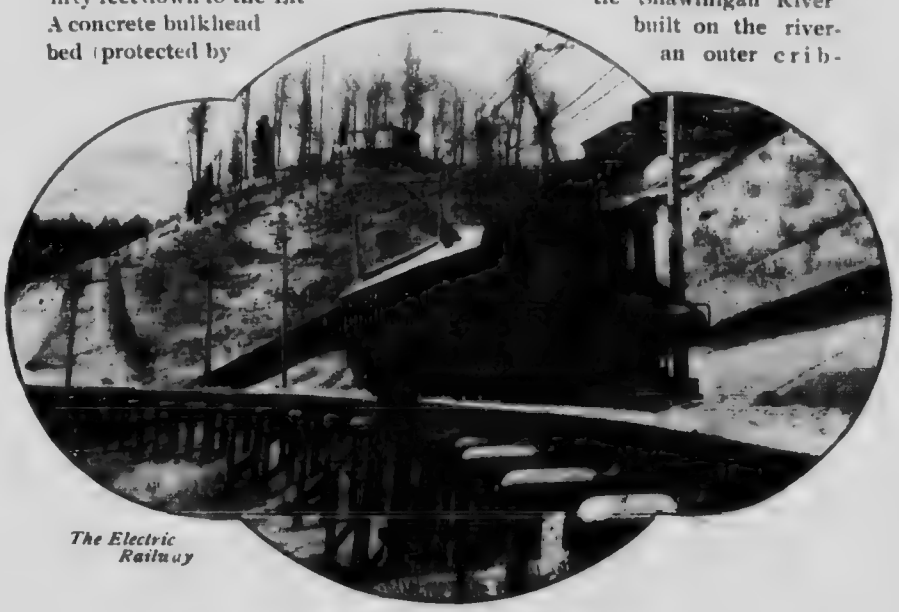


The smaller power house, belonging to the Royal Aluminum Company, is very similar, but on a smaller scale, and supplies electricity to their works on the hill above. Below the power houses is the tail-race, where the waters borne down by the penstocks are discharged; their task of setting into motion a hive of industry now being finished.



Second Development, 1900-1901

A second power development has also been completed. It will have been noticed, whilst coming along the high shore of the Upper Bay, that the land suddenly narrows to a ridge some six or eight feet in width. On one side is the St. Maurice, on the other, the land drops away one hundred and fifty feet down to the Little Shawinigan River. A concrete bulkhead built on the river-bed (protected by an outer crib-



The Electric Railway

dam), guards this ridge, where it is pierced by two penstocks eleven feet in diameter and of 15,000 horse-power capacity. These are for the use of the Belgo-Canadian Pulp Company, and run down to their mill, which can be seen at the foot of the gully.

Another important engineering work is the electric railway, which runs from the station right round the Upper Bay, past the canal, down the hill over several trestle bridges, then along the Little Shawinigan River to the Pulp Mill. Passenger trains at frequent intervals are now running.

When observing all these demonstrations of man's activity, let it be remembered that so late as 1899 the entire ground was covered with forest to the water's edge, and only frequented by the lumbermen and Indians when making a portage to avoid the Falls. *Omnia vincit labor.*

The town is a direct consequence of the power development and has grown with startling rapidity. The illustration on next page shows the appearance, at short intervals, of one particular part of the town as it was quickly evolved out of the uncleared forest.



The "Alpha and Omega" of the Pulp Mill

The visitor can have all his wants supplied at practically city prices, thanks to the easy communication with Montreal and Quebec, as any attempt at over-charging would assuredly send the order to one of those two cities. A pretty little Anglican Church, on Maple Avenue, provides for the more serious side of life to those of the Protestant faith, whilst, as behooves a



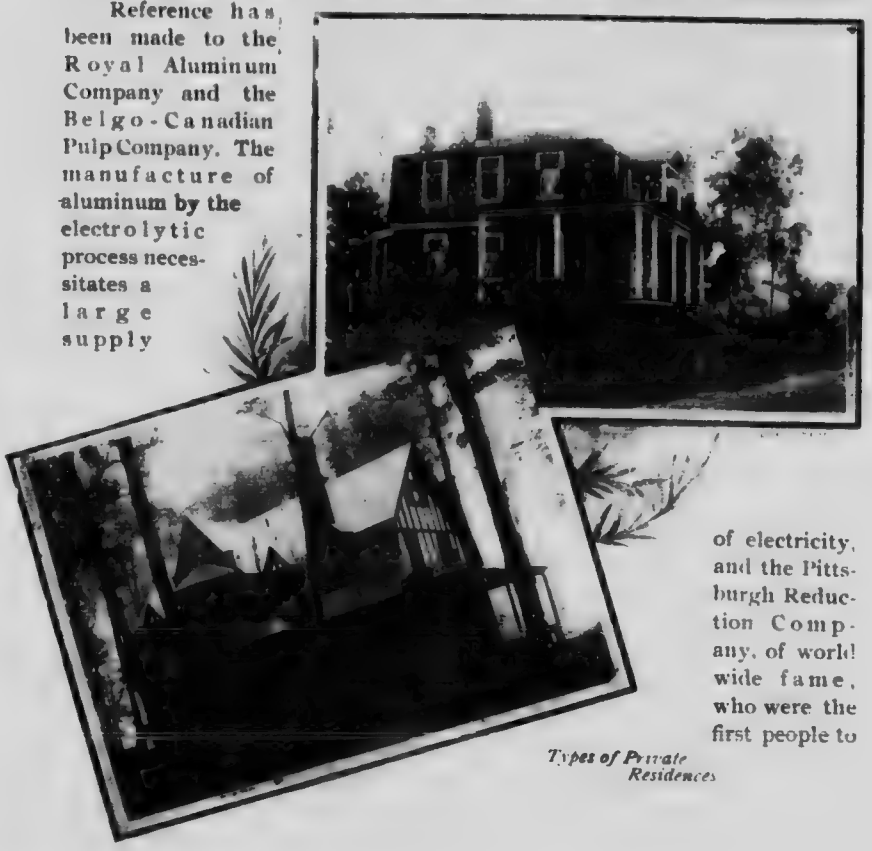
The Evolution of the Town



The Anglican Church

Catholic Province, an $80,000 building is nearly completed for those who are of the Church of Rome. Some very tasty private residences are dotted about the town. The ·icipality has er. ed a handsome brick and stone City Hall in which the Mayor and his Councillors deliberate on the weighty questions of the day. An electric trolley line will soon be running through the city, which is already well lighted by electricity. Financial circles are represented by the Bank of Ottawa and the Quebec Bank, both of which have established branches here.

Reference has been made to the Royal Aluminum Company and the Belgo-Canadian Pulp Company. The manufacture of aluminum by the electrolytic process necessitates a large supply of electricity, and the Pittsburgh Reduction Company, of world wide fame, who were the first people to



Types of Private Residences

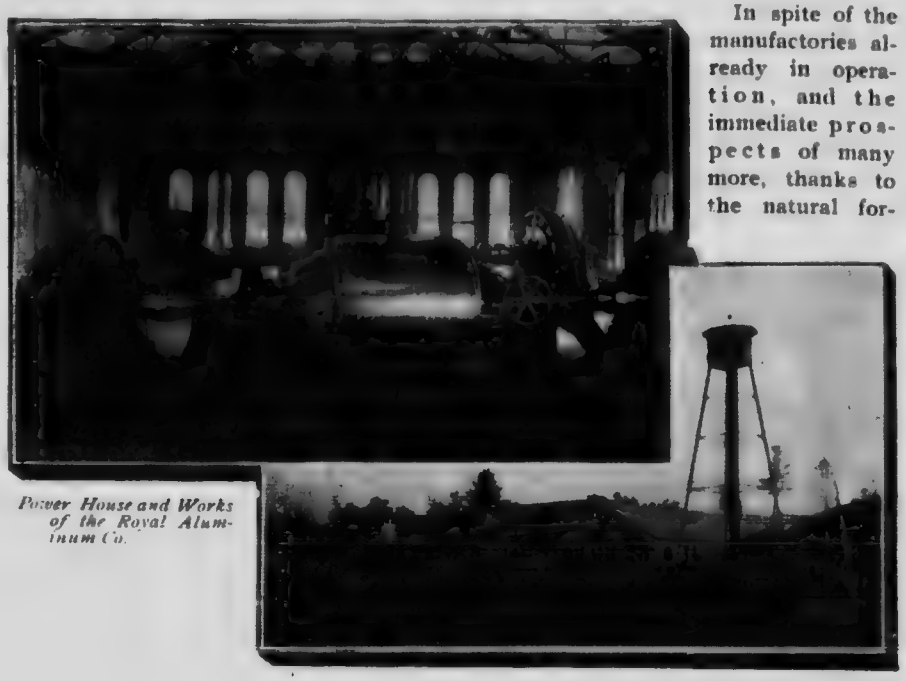
take advantage of the inducements held out by this locality, are now operating on a large scale.

The Pulp Company, as the name implies, is of Belgian origin, which serves to show that the fame of Shawinigan Falls has already reached Europe. Here are located what will soon be the largest pulp and paper mills on the Continent, and where can be seen the metamorphosis of a tree-trunk into paper. The Company owns about 1,000 square miles of choice timber limits in the St. Maurice watershed, and has an army of men away in the backwoods felling timber, which, by the converted energy of this waterfall, is to be soon after used in the shape of books and papers both in America and Europe.



Calcium carbide works are situated a short distance from the town, alongside the railroad, and a cotton mill will shortly give employment to the weaker portion of the community.

In spite of the manufactories already in operation, and the immediate prospects of many more, thanks to the natural for-



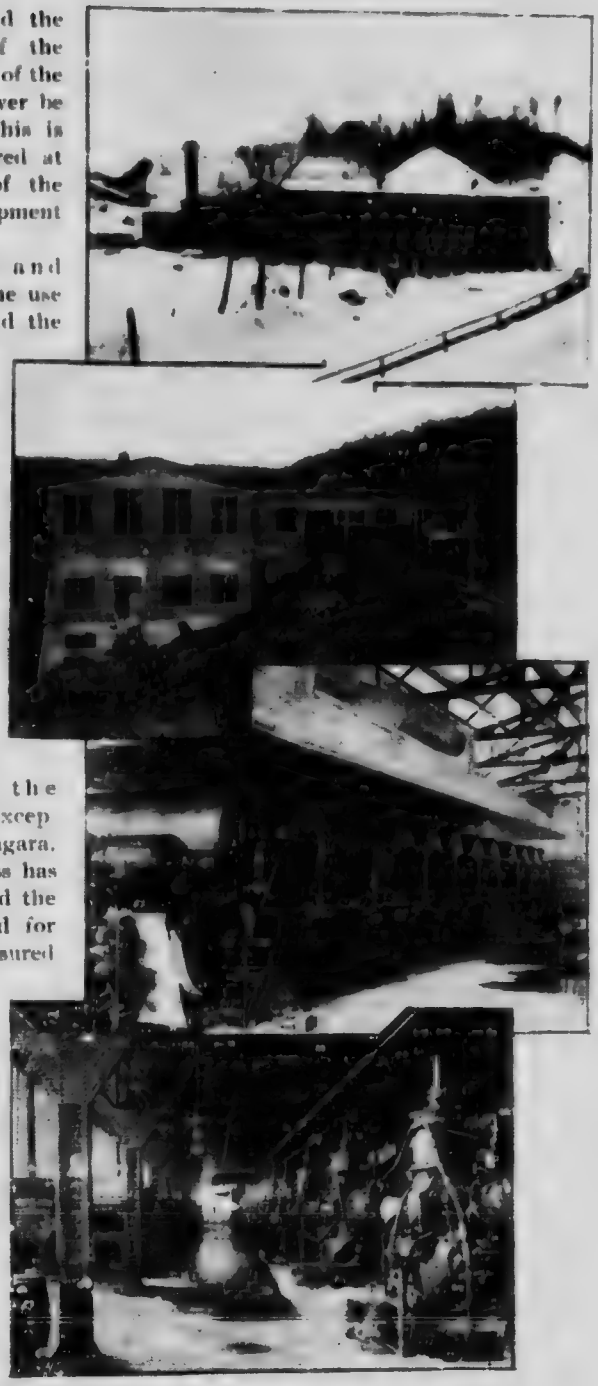
Power House and Works of the Royal Aluminum Co.

mation of the place and the scientific laying out of the ground, the near vicinity of the Falls themselves will never be encroached upon; and this is to be the more wondered at when the magnitude of the plan of the power development be comprehended.

The present canals and works are laid out for the use of 75,000 horse-power, and the plans call for a further 25,000 horse-power, making a total of one hundred thousand horse-power, which is to be used either locally or transmitted to Montreal, etc.

At the present time the Shawinigan Water and Power Co. are building their pole line for the transmission of the electric current to Montreal, where they will deliver the cheapest light heat and power from the largest power plant in the world,—with the single exception (in size only) of Niagara. A large amount of business has already been secured, and the ever increasing demand for cheap power makes it assured that but a little time can elapse ere a heavy percentage of the electrical energy from Shawinigan Falls will be used in Canada's metropolis.

When travelling by the Great Northern Railway from Montreal to Shawinigan, the transmission line may be noticed running parallel to the railroad. This fact is of considerable importance when the question



The Belgo-Canadian Pulp Co.'s Mill

of cost of construction and maintenance be considered. In spite of a journey of eighty-four miles from its birthplace in the power-house, the electrical current has lost but little of its first full power on arrival in the city of Montreal; and when it is driving the street cars, lighting the streets and houses, and operating manufactories of all kinds, then the enterprise of the



The Lower End of the Town

Shawinigan Water and Power Co. in transforming a trackless waste into a prosperous manufacturing town, and making such things possible, will be appreciated by both the trading community and the individual. Great praise must be meted out to Wallace C. Johnson, Esq., (of Niagara Falls Development fame), the Chief Engineer of the Company, whose fertile brain originated and carried out this huge engineering plan which has transposed the first conception of what might be, into the assured success that is. Nor must Messrs. T. Pringle & Son, Hydraulic and Mining Engineers, of Montreal, be forgotten, for to them is the credit of the survey work and construction of the canal, etc.

Who shall dare to limit the commercial possibilities of towns having such a wealth of electrical power to draw upon: power that is cheap, and power that is practically unlimited.

"*I hear the tread of pioneers*
"*Of a nation yet to be,*
"*The first low hum of waves, where soon*
"*Shall roll the human sea.*"



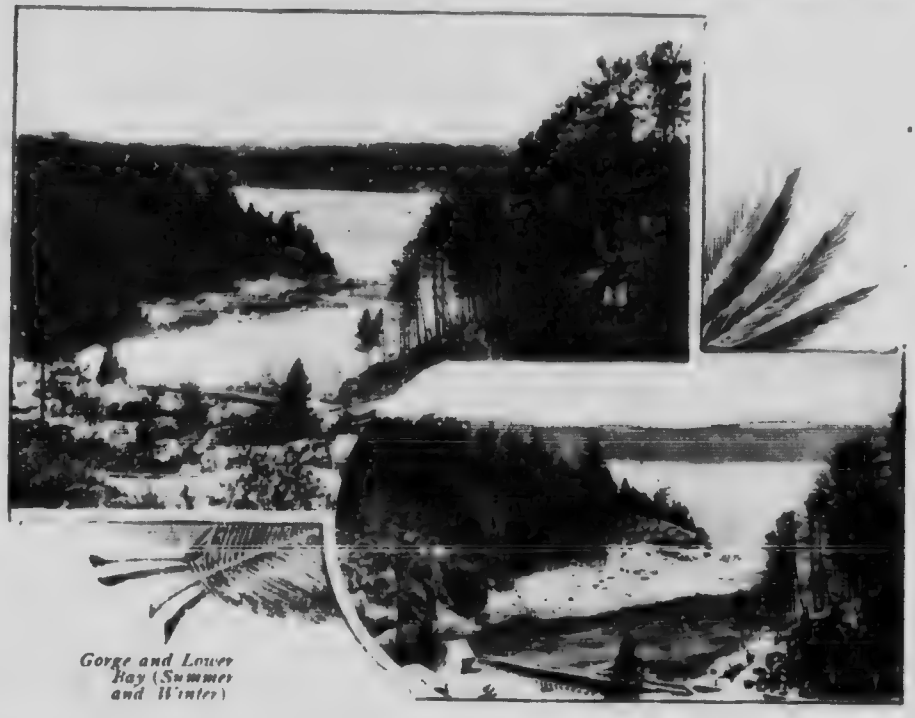
One of the Penstocks that feed the Pulp Mill during construction

Chapter VI.

Rambles Around Shawinigan.

THE visitor at Shawinigan need have no anxiety as to what to do with the twenty-four hours of each day. Recreation can be had in ways to suit all. For a certainty the first objective point will be the Falls. There, sitting on one of the many seats or lying on the ground, minutes will lapse into hours before one can tear themselves away.

By following the path through the trees on the right, glimpses of the river tearing down the gorge are seen, the contrast of the white foam of the waters and the dark green of the trees calling for continual admiration. The end of this path brings into view the log slide, the top of which was passed on our way to the Falls. Logs floating down the stream would assuredly lose their identity in going over the Falls, and so to avoid this loss the Government some years ago built a water chute. By means of a broad timber boom, anchored to the river bed above the Falls, the logs are guided through a funnel shape approach to the slide, as it is colloquially called. Dropping one hundred and forty feet in four hundred and fifty, it may be imagined what velocity the logs acquire by the time the bottom is reached. It is possible to sit right on the end of the slide, and (in the log running season during the summer) watch one continual procession of huge trunks whiz by. An hour or two may be very agreeably spent in the charming sylvan recesses of Melville's Island, taking a boat across or walking by way of the boom mentioned before. The shores nearest the town are very



Gorge and Lower Bay (Summer and Winter)



The Log-slide (looking up and down)

beautiful, and with three or foursmall islets lying close in to the main island, the most enjoyable boating can be had within half a mile fro the hotel. The river may also be followed up towards Grand

Mère, some lovely stretches of water making sailing a favorite sport.

Leaving the St. Maurice River for the time and taking the road down to the Little Shawinigan River, there is another cascade to be seen. The Little Shawinigan River, breaking down from the hills to join the St. Maurice, drops one hundred and eighty feet in a series of cascades. The best way of seeing these is to take a punt up the river as far as is possible, and then follow the right bank. Although the tourist will find it a rather rough walk he will be well repaid for his trouble. The upper reach of the river, flowing between wooded cliffs, is most beautiful, and can be reached by a flight of steps leading down from the Great Northern Railway track or from the road to Drew's Mill. The Lower Bay also offers facilities for boating, and on no account must be missed a visit to "Les Grés" Falls, six miles down. Apart from the Fall

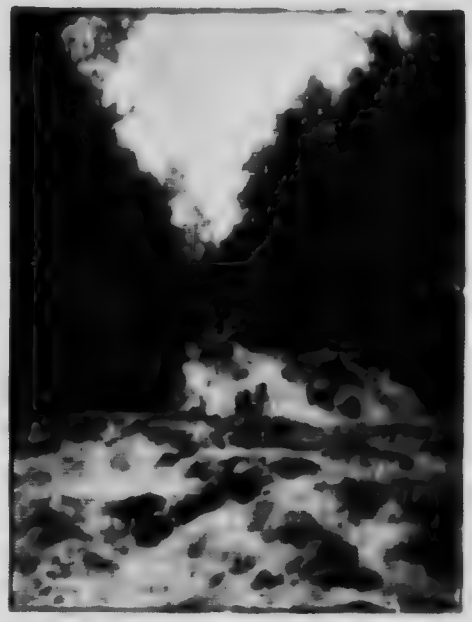


On Melville's Island



Yachting on the St. Maurice

itself, which is very fine, there is one of the most charming little villages imaginable. White-washed cottages, on a street overgrown with grass, over which poultry and pigs apparently hold right of way —what was once a thriving little place now appears as though it might have been the original of Goldsmith's "Deserted Village." A splendid canoe trip is to start off in the early morning, make a portage at Les Grès, and then float down on the stream to Three Rivers, catching the evening train back to the hotel. There is a good road along the shore of the Lower Bay to the Government House, from which one may branch off in two or three directions. Taking the road to St. Bonaface, we are led up and down steep hills and through woods until the higher level of land is reached. Then behind us, in the distance, can be



Cascade on the Little Shawinigan



Gorge on the Little Shawinigan



A Portage

scen Shawinigan Falls, whilst in front glisten the roofs of St Boniface. Returning by way of the Little Shawinigan River, an equally wild road traversed [illegible] ating in desc[illegible] Villa[illegible] ville, [illegible] ed in [illegible] period in the [illegible] than [illegible] ment work by the engineers, who were more truthful

Within easy driving distance is the town of Grand Mère. [illegible] and a half hours, and presents at one [illegible] Hill) the grandest view of open country it [illegible] gine. Grand Mère is referred to later



The Lower Bay



Upper Falls of the Little Nottaway

Within ten miles is situated the club house of the Laurentian Fish and Game Club, whose members frequently drive over to the Falls in summer.

Those who appreciate glimpses into phases of life hitherto unknown to them, cannot fail but be both interested and instructed by a visit to one of the many lumber camps dotted around this district. Making one's way to Burrill's Siding, either across country or by taking train to the Junction and then following the track across deep gullies spanned by high timber trestle-bridges; or after striking into the woods, there can be observed a study of pioneer life as literal as though it were a couple of hundred miles away from civilization. A couple of days camping out with these hardly or an ex-pedition in-to the virgin forest with an Indian guide, will prove an enjoyable experience and one long to be remembered.



The Old Ferry at Mudville

About ten miles away lies Lac a la Tortue (so called from its fancied resemblance to the shape of the tortoise). This can be reached by crossing



In the Woods



Life in the Rapids

over to Almaville and taking the road to the left at the top of the hill. The lake bottom is fairly rich in iron ore, and a dredger is generally at work on the lake raising it to the surface.

Another very pleasant ramble is to take the path to the little inn facing the Falls, and continue right on by the old portage path which leads down to the Lower Bay.

If it were not for the fact of the river being low and the Falls consequently far from their best, the ideal time to visit this district is in the late fall. The foliage of the trees is then in all those gorgeous hues that only Nature dare show. The maple, with leaves ranging in shade from the palest chrome yellow to deep crimson, the ash, hemlock, birch, and the dark green of the graceful pines, give a mass of color that must be seen to be appreciated. A walk through the woods at such a time, the ground carpeted with crimson, is like a revelation of fairyland.

The tourist who carries a camera (and who does not now-a-days?) is going to have a busy time around here. The writer has himself seen some

fifty views of the Falls, all different, and, what is more, all "Pictures." It may be remarked here that late in the afternoon is the best time to get a good picture of the Falls, as the sun does not get round sufficiently to lighten up the dark foliage bordering the water until after three or four p.m.

On completion of the electric trolley line to Three Rivers (a town of 10,000 inhabitants, twenty-one miles distant) a lovely ride across country can be had, and travellers by the Richelieu and Ontario boats cannot do better than break their journey at Three Rivers, and see this wildly beautiful waterfall, before continuing on to Montreal or Quebec. The St. Maurice and its tributaries offer numerous attractive canoe routes. This river may be followed to its headwaters, from which short portages lead to the upper waters of the Gatineau, and the Ottawa to the west. The former route by canoe can be terminated at Gracefield, sixty-one miles north of Ottawa city, with which it is connected by rail; and the other (via Jean de Terre, Desert River, the Tomasine, Lac Barriere, Grand Lac Victoria and Lake Temiskaming) at Temiskaming, where a branch railway leads to Mattawa, on the main line of the C. P. R., three hundred and eighteen miles from Montreal. Either of these trips should occupy four or five weeks if taken leisurely, but could be made in,



The Falls from the Woods

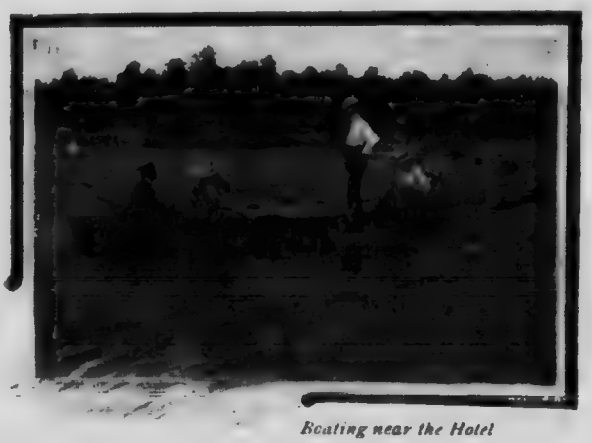


Riverside Walk above the Town

probably, three weeks without any undue haste being required. A shorter trip is to leave the St. Maurice at the Manouan, and proceeding by Lac ashontyunk and Nemito the Forks of the Lievre, that river to Buckingham, between Ottawa City and journey being made by steamcan also be made by Big Trout down the Lievre to Buckingham. a fortnight.

Wabcaching follow down on the Lower Ottawa, Montreal, part of this er. A variation of this trip River and Lake Mejomangoos and This trip need occupy little more than

Instead of going up the Manouan, the St. Maurice can be followed to Lac Asiniwan, and Lac des Battures de Sable, and thence to Lac Au Male, from which both the Ottawa and the Gatineau and Lievre may be reached, through one of the finest game countries on the continent, in which there is also unsurpassed fishing.



Boating near the Hotel

If a more extended trip is desired—one reaching into that far-



Bathing in Upper Bay

ther north whose solitudes are as yet almost unbroken, there are splendid routes leading by way of Lakes Obutiagama and Chibiogouma to the remote Mistassini Lake, the great inland sea of which so little is known, except that it abounds in fish, and that caribou and wild fowl may be shot in its neighborhood in great numbers. By other routes, Lake St. John to the east may be reached either by the Askitiche and Nicabeau and the Chamouchouan River; by the Little Bostonnais River; by the Big Bostonnais River, and by La Croche River, and then from lake to lake. Along the St. Maurice and its tributaries are scattered a number of settlers, and the Hudson's Bay Company has established posts at La Tuque; at Coocoocache, forty-two miles distant from La Tuque; Weymontaching, forty miles from Coocoocache; Kickendatch, sixty miles further; and Manowan, sixty-five miles from Weymontachaing.

The routes mentioned above do not include all that can be profitably followed, for diversions can be made by countless streams, each with its own characteristic scenery and sport.



Laurentian Club House and one of their lakes

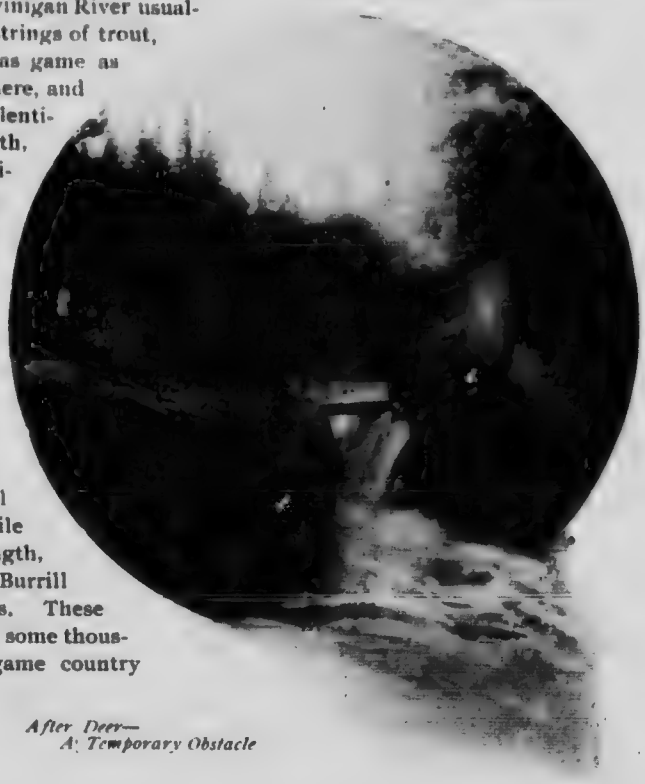
Twelve miles back, at Lac la Pêche, lies the Laurentian Club, of which W. H. Parker is the resident Managing Director. The club has a membership of two hundred and fifty, and, apart from the club house proper, has eleven camps, all well furnished, and five of them have resident guardians and cooks throughout the season. Included among the lakes controlled by the club, are Lakes Quononga mac and Wessonneau, each six or seven miles in length.



"Bon Homme" Mugwando, a famous old Indian Guide

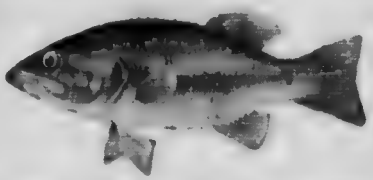
The Little Shawinigan River usually furnishes heavy strings of trout, as handsome and as game as can be taken anywhere, and big ones are fairly plentiful. Up further north, towards Lake Caribou, the big game of that name can be found; also bears. At one time the moose was a frequenter of this neighborhood, but now one has to go back some way to find them.

A few miles away there are several lakes from a half mile to four miles in length, owned by Mr. V. Burrill of Shawinigan Falls. These lakes, together with some thousands of acres of game country



After Deer—
A Temporary Obstacle

around, offer a great chance for the formation of a Fish and Game Club. The whole land to the north is practically covered with forest, with streams and lakes everywhere, the shores of which are the haunts of the caribou and deer, with smaller animal life in abundance. It it invidious to mention one or two places where all are good. Guides are to be obtained without difficulty, and, if a good man be secured, all the shooting and fishing that can be desired will be found in great variety.



Shawinigan Falls can be made the centre for hunting and fishing excursions to the wild regions of the upper St. Maurice. Proceeding by train to Grand Piles, the steamer can be taken from there up to La Tuque, or accommodation can be secured at the Matawin Farm at the mouth of the Matawin River, or at Riviere aux Rats Farm on the Rat River. From either of these two places, explorations can be made for miles into a country thick with moose, caribou, deer, duck, geese, and partridge, which up to the present have hardly been disturbed. In many of the lakes no line has yet been cast; and even in those within easy distance of the villages but little is known. In addition to the sport no one can fail but be impressed with the magnificent scenery; the waterfalls being especially wild and picturesque.



Three men in a boat, and what they caught for dinner

In almost every lake and stream throughout this district the fish fairly swarm; and but a fair day's catch here would be regarded as phenomenal in other localities. The trout are especially greedy, rising for practically anything, and a pathetic little ballad on this failing of theirs may well close the chapter :—



Trout Lake near Shawinigan

" Big trout see'd a beautiful fly coming down,
" That he thought 'ud go better inside,
" And he up and he swallowed it ; ah, poor soul !
" Why 'adn't he let 'un bide."

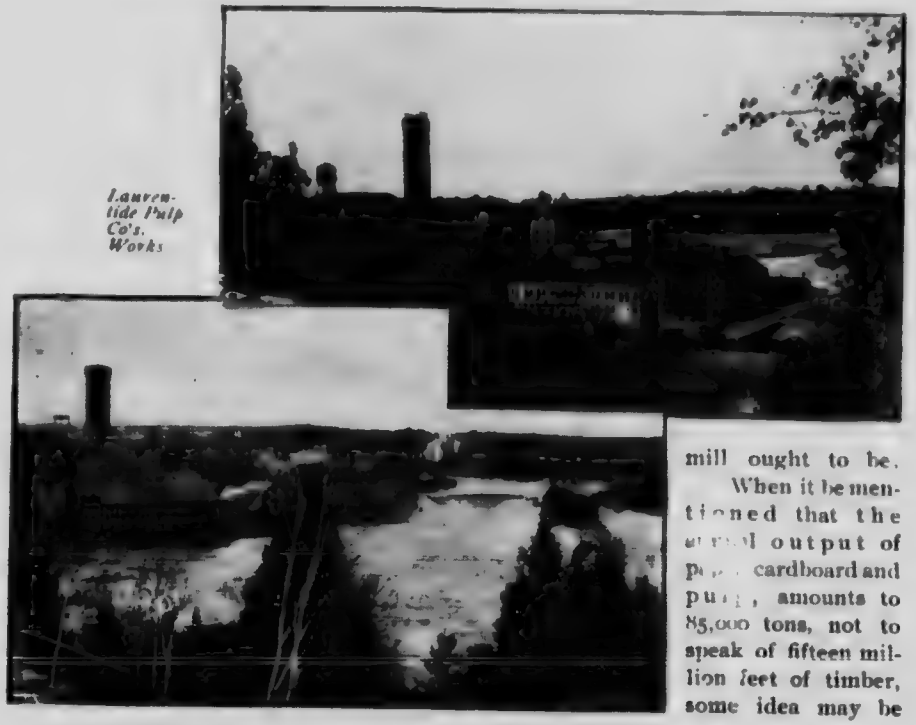




Chapter VII.

GRAND MERE—RIVIERE À PIERRE.

GRAND MERE, situated about eight miles above Shawinigan, is a town entirely dependent on one Company. The St. Maurice River here, falling some forty-six feet, was some years ago taken in hand by the Laurentide Pulp Company, who started operations in a small way in 1887. From time to time their works have been increased, and are now a striking example of what a pulp and paper



Laurentide Pulp Co's. Works

mill ought to be.

When it be mentioned that the annual output of paper, cardboard and pulp, amounts to 85,000 tons, not to speak of fifteen million feet of timber, some idea may be



The "Grand mother" Rock

gathered of the extent of their operations. To supply the enormous demand for logs thus created, the Company has about 2,500 men out in the woods, (some, hundreds of miles away) and over 1,000 hundred employed in the mills.

The water enters the pulp mill by pipes fed from a short canal, cut at an angle to the river just above the Falls, and a forty-six foot head is the average used.



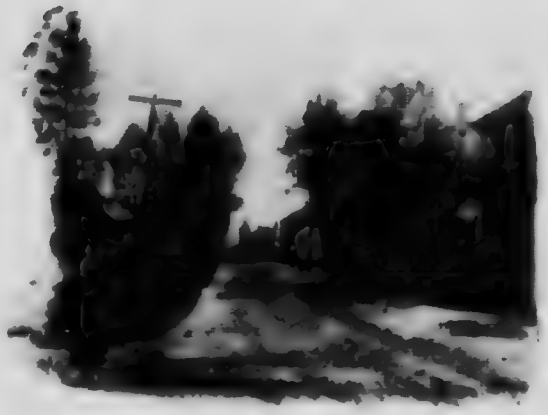
Small Waterfall near Laurentide Inn

A first-rate hotel, owned by the Company, known as the "Laurentide Inn," is within a few minutes' walk of the works, and overlooks a splendid reach of the river. A stream joining the St. Maurice makes a pretty little Fall just beyond.

The St. Maurice drops at Grand Mère in three falls, an island dividing the river into two streams, the one nearest the works being sub-divided by a



"The St. Maurice drops here in Three Falls"

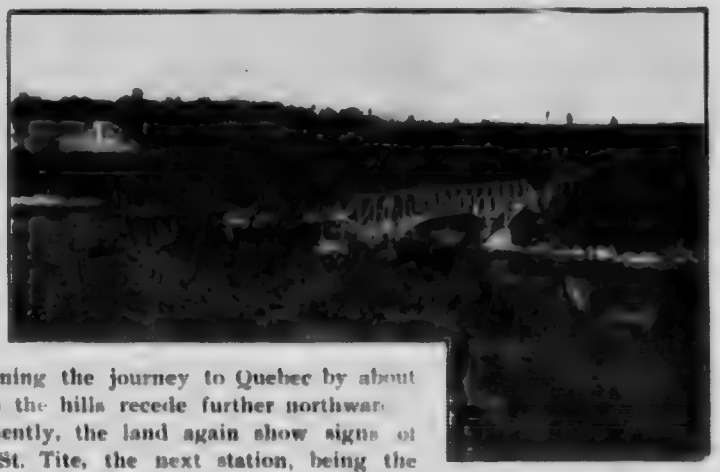


St. Flore Village

huge tree-girt rock. It was from this rock that the Falls obtained their name, one part of it being most curiously fashioned by nature into an old woman's face. Under certain conditions of light the profile is weird in life-like, and was regarded by the Indians in by-gone days with much reverence and awe.

Below the Falls the river broadens into quite a lake, and then narrows down again between high cliffs where it is spanned by the Great Northern Railway Bridge. The town has not much to offer in the way of attractions, but a day or two can be agreeably spent in wandering along the river banks, watching the log driving, and paying a visit to the picturesque village of St. Flore.

On leaving Grand Mère the line takes a big sweep, crossing the river by a fine iron bridge eight hundred and thirty feet long, at an altitude of eighty feet above the water. The scenery around is superb in its wild beauty, and a sigh of regret must escape when "good-bye" is at last said to the St. Maurice as the train nears Garneau Junction. Here the Canadian Pacific Railway crosses the tracks of the Great Northern on its way to Grand Piles.



Grand Mere Bridge

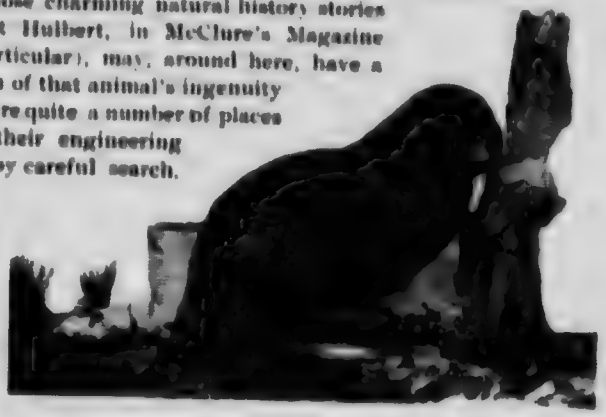
After passing Garneau (from which place a new line is being constructed to St. Catherine's, shortening the journey to Quebec by about twenty miles) the hills recede further northward and, consequently, the land again show signs of cultivation; St. Tite, the next station, being the centre of a fine agricultural district, with a population of 3,400. A quaint little town is this, and one which the sportsman may kindly regard, for within easy distance there are many lakes and streams abounding in trout; and game of all sorts (including an occasional moose)



St. Tite

is plentiful. Several fish and game clubs lie some six miles north; amongst others being Club Archange, St. Maurice Club and Frontenac Club.

The admirer of those charming natural history stories of William Davenport Hulbert, in McClure's Magazine ("The Beaver" in particular), may, around here, have a practical demonstration of that animal's ingenuity and patience, as there are quite a number of places showing evidence of their engineering skill, to be discovered by careful search.



Running through another small village, eight miles more brings into view a large sheet of water known as "Lac aux Sables," which, as the name implies, is the favorite haunt of these highly prized little animals. There is a great chance here for some enterprising capitalist. Given: a lake on which boating can be indulged to one's heart's content, smaller lakes all around teeming with fish (in many of which a line has yet to be cast), the lovely Batiscan Valley within a few miles, a railroad journey of but seventy-five miles to Quebec, air sweetened with the scent of the pine-clad hills around—then premise the erection of a first-class hotel. *Verbum sap.*

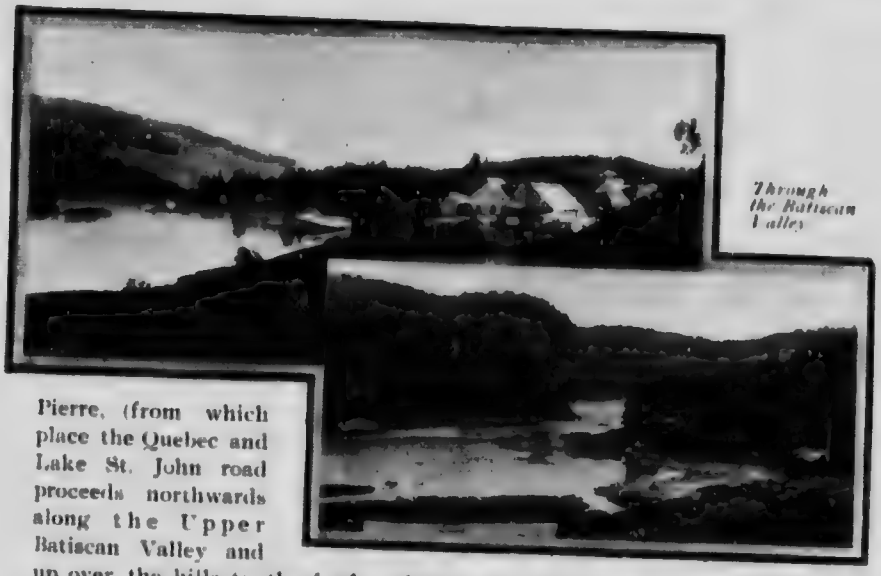


Ninety Minutes Work, near Lac aux Sables



The line follows the south shore of the lake for a considerable distance, then branches off, and the first glimpse is caught of the Batiscan River. This river, having its source away north towards Lake St. John, is second in beauty only to the St. Maurice. In size and volume it cannot, of course, compare with the river that has made Shawinigan famous, but here, rushing with fierce glee through wooded valleys, then splashing and tumbling around the huge boulders that strew its path, then tearing past rugged cliffs as though anxious to escape from such majestic company; it has charms that many larger streams entirely lack. At Notre Dame des Anges, after a small Fall, the river winds past the village on its best behavior, but, as the engine begins to climb the ascent to Rivière à Pierre, keeping it in company, its true character soon begins to assert itself. Rousseau's Mill, a mile or two further on, is a little hamlet sprung up around a saw-mill, and makes an uniquely pretty sight, nestling as it does under the [illegible] the back-ground. The locality is extremely [illegible] streams and [illegible] are fish simply caught. With [illegible] of a few little [illegible] which it will be [illegible] whole country abounds [illegible] of habitation is now to be [illegible] before joining the Quebec and Lake St. John Railway at Rivière à Pierre; this last section of the road being, without exception, the most wild and picturesque yet met with on the journey. Rivière à

Lac aux Sables



Through the Batiscan Valley

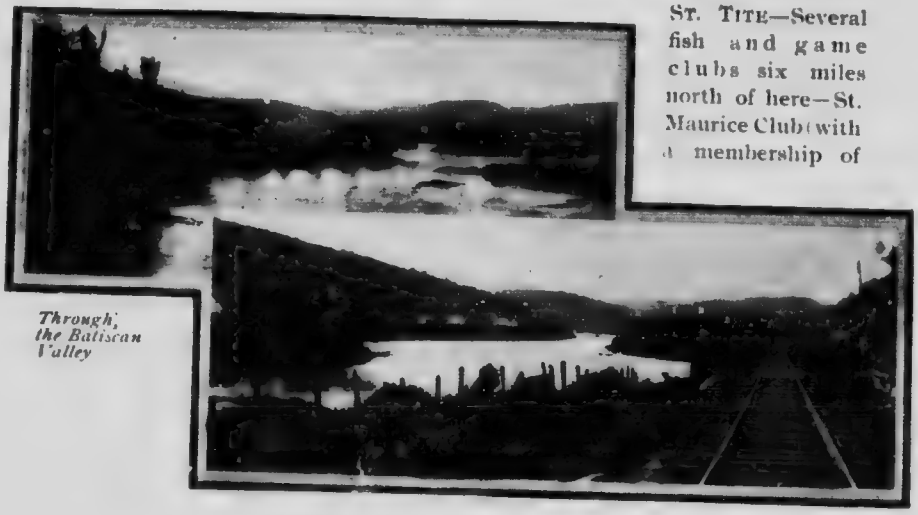
Pierre, (from which place the Quebec and Lake St. John road proceeds northwards along the Upper Batiscan Valley and up over the hills to the far-famed Lake St. John and the Saguenay); is



but a collection of cottages, with one hotel (or rather boarding house) for the accommodation of fishermen, etc. It can serve as splendid headquarters for fishing excursions along the Batiscan River and its many small tributary streams. From here the line pursues its way south to Quebec.

GRAND MÈRE TO RIVIÈRE À PIERRE—SPORTING GUIDE TO THIS SECTION

ST. TITE—Several fish and game clubs six miles north of here—St. Maurice Club (with a membership of



Through the Batiscan Valley



A Laurentian Lake

120), Frontenac Club and Club Archange. Lac Pierre Paul, a mile or two east, has good perch fishing. Moose in the back country. Plenty of small game everywhere. Good accommodation can be obtained in the village.

REED'S CAMP—Fine speckled trout in the Tawachiche River, two miles east.

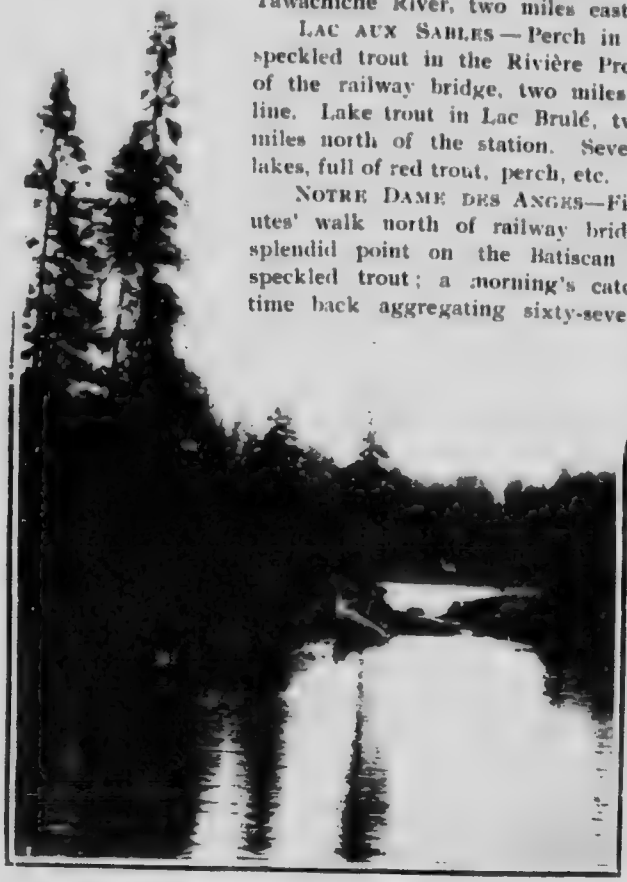
LAC AUX SABLES—Perch in the lake; speckled trout in the Rivière Propre, north of the railway bridge, two miles down the line. Lake trout in Lac Brulé, twenty-three miles north of the station. Several smaller lakes, full of red trout, perch, etc.

NOTRE DAME DES ANGES—Fifteen minutes' walk north of railway bridge finds a splendid point on the Batiscan River for speckled trout; a morning's catch a little time back aggregating sixty-seven lbs. for seventeen fish.



ROUSSEAU'S MILL—A mile and a-half from here there is another fine spot on the Bastican for speckled trout.

RIVIÈRE À PIERRE—One and a-half miles from here in the River Blanche more speckled trout. Moose, caribou, deer, (and an occasional bear) are to be met with all along this section.

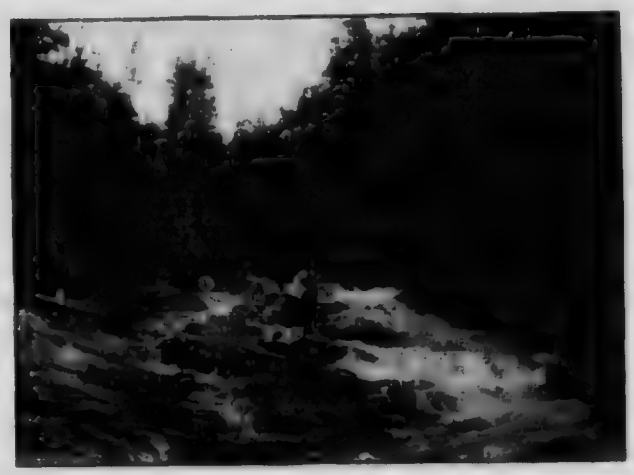


Trout Lake near Rivière à Pierre

Chapter VIII.

Rivière à Pierre—Quebec.

THIS last section of the journey is extremely picturesque, the line passing through a very rugged country before leaving the hills and descending into the fertile plains that bound Quebec on the north. Prior to the advent of the railroad, these forest solitudes were unbroken, save by occasional hunters and Indians. Now, however, Perthius and Allen's Mill (the two next stations) show distinct signs of settlement, and St. Raymond is a town of 2,000 inhabitant's, with several mills. This town is charmingly situated on the River St. Anne, with lofty tree-clad hills surrounding it on all sides, and is the centre of a splendid country for hunting. Good guides can be obtained in the town. A few miles away lies the club house of the Tourilli Fish and Game Club, which has a membership of sixty, composed of prominent Canadians and Americans.



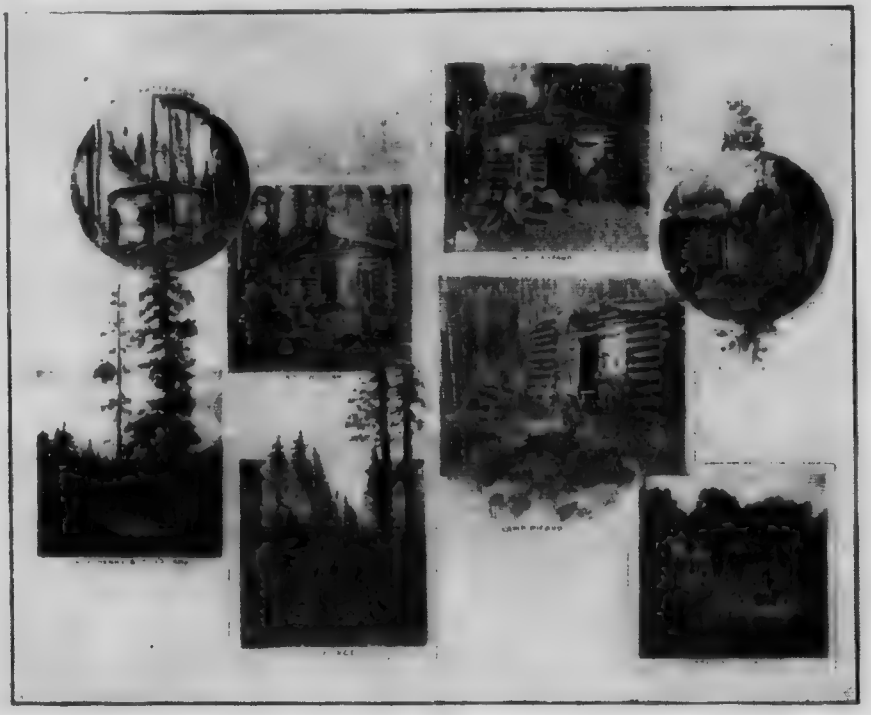
A trout spot on the Bastican



A morning's catch of speckled trout

His Excellency the Governor-General, and the Earl of Aberdeen are included among the honorary members. Commodore J. U. Gregory is President, and George Van Felson is Secretary—both of Quebec. The club owns twenty-six camps, and operates, in all, one hundred and fifteen lakes and three hundred miles of rivers and streams. In September 1901, twenty-eight caribou and one moose were killed.

Passing Bourg Louis, the line follows the shore of Lake Sargent for over two miles before reaching Lake St. Joseph. This lovely sheet of water, which is about twenty miles in circumference, has become one of the most fashionable of Quebec's summer resorts, and no wonder; for surrounded as it is by hills, its waters full of fish, a comfortable hotel and several small



Camps of the Tourilli Fish and Game Club

cottages on its shores, and, above all, only one hour from Quebec, it cannot indeed fail to attract many to its locality. Fishing is both good and varied, including speckled trout, lake trout, black bass, fresh water shad, etc

Continuing south, St. Catherine's brings us to the point to which the Great Northern Railway are building their short line from Garneau. Past St. Gabriel, Jacques Cartier River is crossed, the fall of which is utilized for generating the power to light the City of Quebec. In spite of the distance from the sea, this river is famed for its salmon fishing.

Valcartier is an agricultural settlement extending for some miles back from the railway; after which, eight more miles brings into view Indian

Lorette, the home of all that now remains of the once powerful Huron tribe. There is an extremely wild and beautiful water-fall to be seen here.



Summer Cottages, Lake St. Joseph

Charlesbourg, three or four miles from our journey's end, is the summer residence of many Quebec citizens, and a typical French-Canadian village. Before reaching Quebec, the line is carried across the St. Charles River by a fine steel swing bridge (1100 feet long), and the train finally comes to a standstill in the terminus on St. Andrew Street. Here the journey ends, a journey that gives a new scenic route between Montreal, Quebec and Ottawa.



The geographical position of Quebec, as gateway of America's chief water route, opens up tremendous possibilities of development, and, situated at the head of open water all the year round, the "Ancient Capital" has a future that at last she has begun to realize. Imagine a bit of mediæval France placed on and about a frowning cliff two hundred to three hundred feet above the water; then invest the whole place with the romance of martial history, beginning with the death struggles of the Indian nations, and closing with the stirring dramas that saw the end of French rule in Canada. There you have Quebec, the Queen of American cit-



Trout Stream, near Indian Lorette



Quebec Citadel



One of Quebec's old streets

ies, and what will be ere long the chief port of Canada. There are, probably, more guide books published about this city than any other in the world, and as it has lately been treated humorously by "A Yankee in Quebec," it must *now* indeed feel immortalized. A few words, however, may go in here before closing.

The first thing that should be seen, when visiting the town for the first time, is the magnificent panorama from the Dufferin Terrace or the Citadel. Up the St. Lawrence, down the Gulf, the wooded Isle of Orleans, the fertile plains to the north flanked by the grim purple range of the Laurentians, the Montmorency Falls, and the Old Town nestling under the precipitous cliffs, combine together to make a sight unsurpassed for variety and beauty the wide world over. Twice a



The old wharves





The Great Northern Railway Co.'s Elevator No. 1

Capacity one million bushels.

Handles fifteen thousand bushels per hour.

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Fireproof, and equipped with hose, fire-pumps, etc., etc.



Average steamer takes three days to load full cargo of grain, flour, pulp, paper, dressed beef, deals, etc., etc.

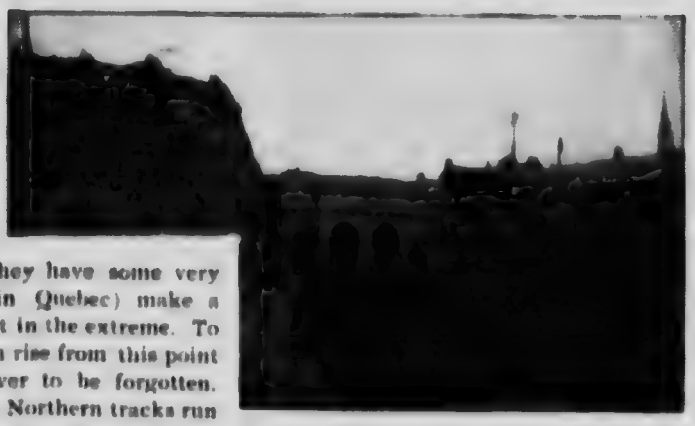
Accommodation for steamers of twelve thousand tons and over; dock having depth of water from thirty to forty-five feet at all times.

Terminals the best on this side of the Atlantic.

Three freight sheds in connection, two five hundred, and one eight hundred feet long.

(Elevator No. 2 is somewhat smaller, and is on the other side of the dock.)

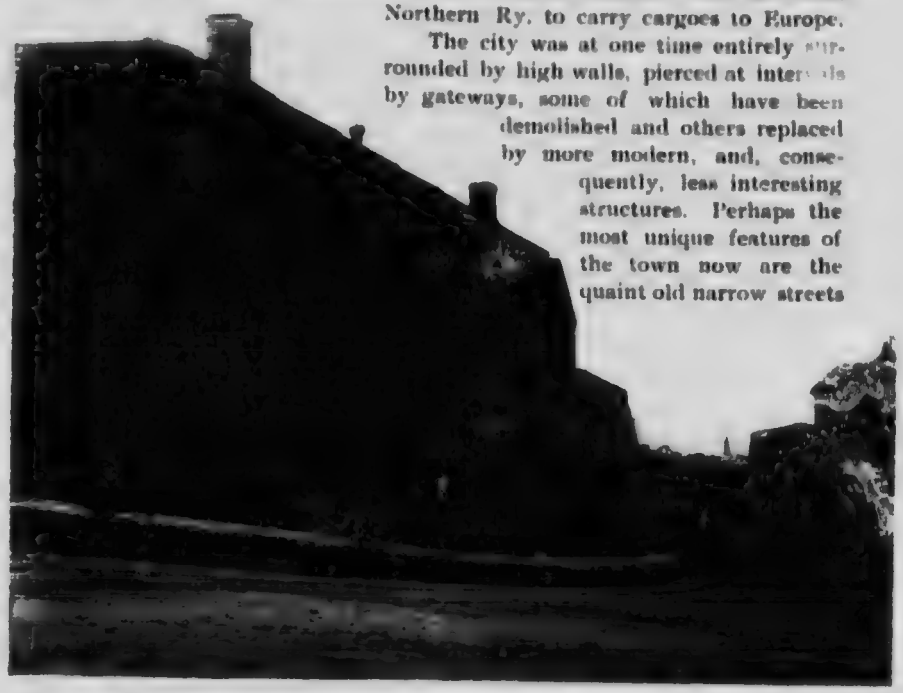
week the Garrison Band renders a splendid programme of music on the Terrace, and the thousands of people (and they have some very pretty girls in Quebec) make a scene, brilliant in the extreme. To watch the sun rise from this point is a sight never to be forgotten.



Old St. John's Gat.

The Great Northern tracks run along St. Andrew Street in the Lower Town, across the old dock, into the huge elevator finished in 1900. The grain coming from the far West is elevated and discharged into the largest of ocean liners. It was here, on May 31st, 1901, that the SS. "Indian" (11,500 tons), of the Leyland Line, loaded the largest cargo of grain and general merchandise ever shipped via the St. Lawrence route. The dock accommodation allows the largest boats to load, and this year (1902) three different steamship lines are under contract with the Great Northern Ry. to carry cargoes to Europe.

The city was at one time entirely surrounded by high walls, pierced at intervals by gateways, some of which have been demolished and others replaced by more modern, and, consequently, less interesting structures. Perhaps the most unique features of the town now are the quaint old narrow streets



The City Walls

lying below the Citadel, when wandering through which, one
might well imagine they were in Old Dieppe or Amiens.
A scene of life that the summer visitor will be un-
able to view is the winter market in the Lower
Town. Groups of fur- clad farmers with their
sleighs full of produce, the *habitants* and
trappers, all doing a bustling trade,
make a remarkably picturesque sight;
and the tinkling of the sleigh bells
and the melodi- ous patois give
an additional charm. Many
people declare that winter
is the best time to vis-
it Quebec. The fact
of its be- ing cold
is no draw-
back. Dry



crisp air,
and the bright
sunshine give a
feeling of exhilara-
tion that more than
counteracts the lowness
of the temper- ature; and the
tobogganing, skating, snow-
shoeing, ski-ing, ice-yachting, etc.,
lend a novelty to the day's outing,
that makes a very pleasant memory
cling to a winter visit. The magnificent Cha-
teau Frontenac, erected on the finest site in the
world, is now so univers- ally known that any facts
mentioned here would flavor too much of the nature of
truisms. The illustration later speaks for itself as re-
gards the exterior, and the interior is in perfect harmony

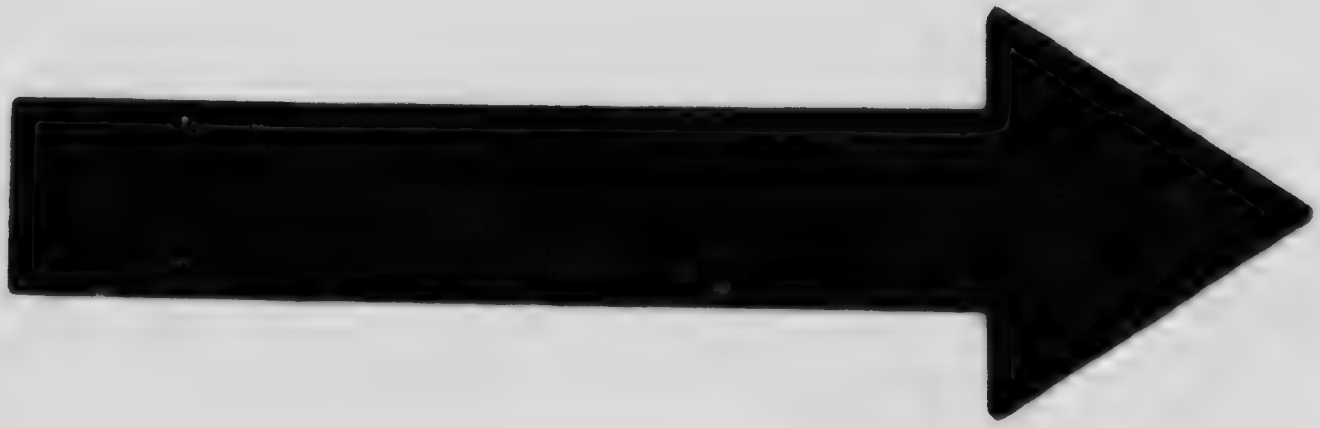
Lord Minto (Governor-General) and Lady Minto, Tobogganing at Quebec

(Courtesy of C.P.R.)



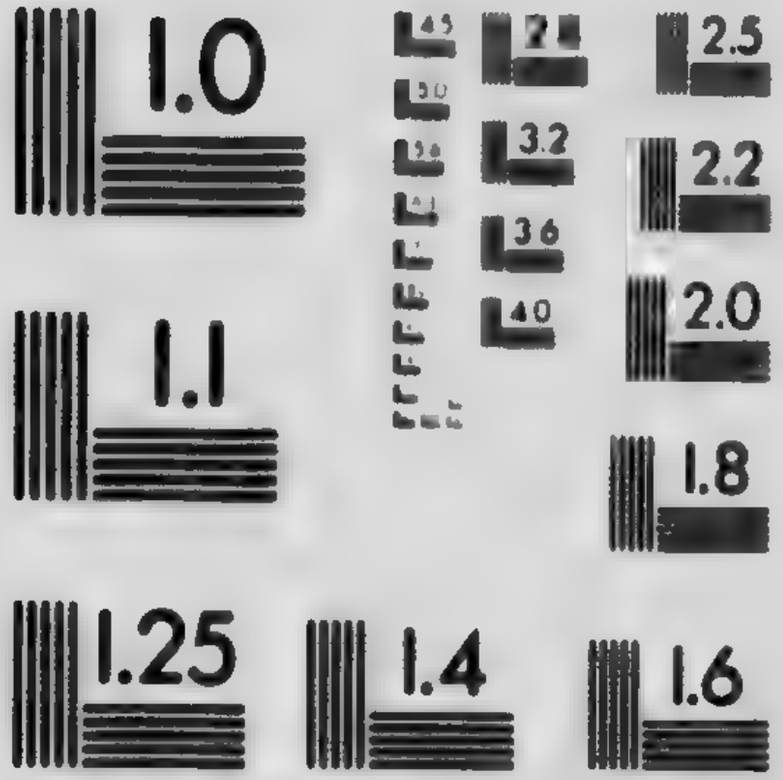
"To Europe"

A Leyland Liner leaving Quebec loaded with grain brought from the West via the Great Northern Railway of Canada



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with the outward appearance. "*Good wine needs no bush.*"



The Winter Market

Montmorency Falls one hundred feet higher than Niagara), reached by electric cars in about twenty minutes, give occasion for an enjoyable day's trip. Following the bank of the river above the Falls for about a mile, a remarkable formation of rock is to be seen, the river having chiselled out a series of steps in the rock cliff, before dashing down through a deep canon to the Falls. After lunching at the charming hotel facing the top of the Falls, the afternoon can be spent in taking train on to the Shrine of St. Anne de Beaupre, the rendezvous for over two hundred and fifty years of



Mid-winter trotting races



A winter view of the Chateau Frontenac *Courtesy of C P R*



Montmorency Falls

thousands of pilgrims from all over the world. Founded early in the 1600's by Breton mariners, in fulfillment of vows made during a great storm, the first little wooden chapel has been from time to time replaced by finer and finer edifices, until now a magnificent stone building marks the spot. A colossal statue of St. Anne, of great beauty, is set upon the facade between the two towers, and nearby is the sacred spring, said to have marvelous healing powers. Piles of crutches, splints, etc., discarded by their former owners here, give silent evidence of the efficacy of a pilgrimage to this place. Six miles away are the beautiful St. Anne Falls.

Returning to Quebec, and ascending to the highest point of land above the town, known as the Plains of Abraham, we come to the field of the memorable battle, that cost France her colony, and gave Canada the lasting benefits of Anglo-Saxon rule.

As regards the rest of Quebec, the churches, citadel, drives, historical spots, water trips, etc., are they not chronicled in the seven hundred and fifty-one guide books (thereabouts) already written?

This short history of a newly-opened up stretch of country must here conclude, and its object will be fulfilled if it succeeds in attracting people to the many lovely spots now made accessible to all. The inducements to sportsmen are great indeed, the St. Maurice district being, without exception, the richest in fish and game in the whole of Canada.



A winter view of the Chateau Frontenac

Synopsis of Game Laws of the Province of Quebec.

NOTE.—Owing to the fact that game laws are frequently changed, absolute accuracy is not guaranteed.

BIG GAME—HUNTING.

OPEN SEASON.

Moose and deer, September 1st to December 31st, excepting Ottawa and Pontiac Counties.

Moose and deer in Ottawa and Pontiac Counties, October 1st to November 30th, inclusive.

Caribou, September 1st to January 31st.

Bear, August 20th to June 30th.



Natural Steps, Montmorency

No more than two moose, three deer, and two caribou may be killed in one season by any one person.

Dogs may be used to hunt red deer only between October 20th and November 1st.

The young of deer, moose or caribou, if only one year old or less, must not be killed.

Cow moose must not be killed at any time.

OTHER GAME.

OPEN SEASON.

Mink, otter, marten, pekan, fox (except yellow or red), raccoon, November 1st to March 31st, inclusive.

Fox (yellow or red) at all times.



Hare, November 1st to January 31st, inclusive

Muskrat, April 1st to April 30th, inclusive.

Beaver are protected until November 1st, 1905

GAME BIRDS.

OPEN SEASON.

Woodcock, snipe, plover, curlew, tatler, sandpiper, September 1st to January 31st, inclusive.

Birch partridge, swamp partridge, September 1st to December 14th, inclusive.

White partridge (ptarmigan), November 1st to January 31st, inclusive.

Widgeon, teal or wild duck of any kind, except sheldrake, loons and gulls, September 1st to March 31st, inclusive

Buffle-head ducks, commonly known as pied-ducks or divers, September 1st to April 14th, inclusive.

Shooting is prohibited between one hour after sunset and one hour after sunrise of woodcock, snipe, partridge, widgeon, teal or wild duck of any kind, and during such hours it is forbidden to keep exposed any lures or decoys.

Eggs and nests of all above wild fowl, as well as wild swan, wild goose or Canada goose, must not be disturbed, injured or taken.



Rousseau's Mill

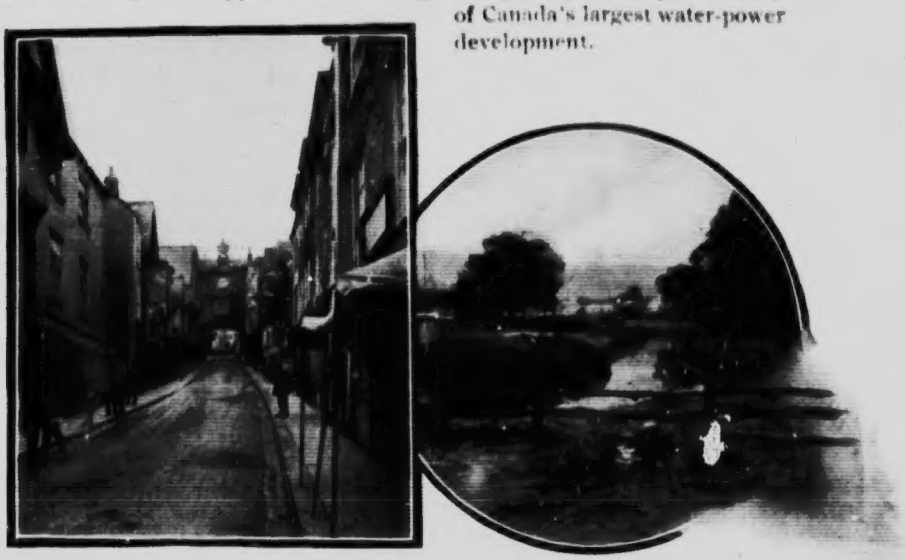




N. M. HINSHELWOOD would be glad to interview, or correspond with, any persons wishing to have photographic records made of places, buildings, machinery, etc., etc., in any part of the world. Special attention given to work of a technical nature, where intelligent and artistic treatment of the subject is required. The preparation of Booklets and Catalogues supervised or taken complete charge of.

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